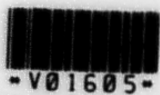


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OPERATION & WORKS COMMITTEE MG.O

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THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, JUNE 21, 1989, 9:00 A.M.

COMMITTEE ROOM A - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor M. Prentice (Chair)
Councillor F. Dale
Councillor F. McKechnie
Councillor D. Culham
Councillor N. Iannicca

Prepared by: Linda Maller, Clerk's Department (896-5425)
Date: June 15, 1989

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 21, 1989

DEPUTATIONS/PRESENTATIONS - 9:00 A.M.

- A. Mr. K. Schipper, Director of Traffic and Transportation
D.01.02
SEE ITEM 1

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	D.01.02	Mississauga Ten Year Transit Service Strategy Plan- Phase 2 Study Implementation
2.	D.01.02	Proposed Acquisition of an Additional Twenty Buses in 1989 and 1990 - Financial Implications - Capital and Operating Budgets
3.	F.06.01	Access to Burnhamthorpe Road East - Central Parkway Mall
4.	L.01.06	Temporary Sales Office Trailers - Revised Policy
5.	L.04.01	Panther Fencing - Swimming Pool Enclosures
6.	M-660	Ashley Developments Limited - Assumption
7.	M-639 M-640	Erin Mills Development Corporation - Assumption
8.	M-780	Creditview Estate Homes Limited - Rivergrove Subdivision - Phase V - Waiving of Condition 4 of Schedule 'C' - Lot 13
9.	M-759	Creditview Estate Homes Limited - Rivergrove Subdivision - Phase V - Waiving of Condition 4 of Schedule 'C' - Lot 105
10.	F.02.04.03	Mississauga Road between Woodchuck Lane/Lapad Court - Temporary Closure
11.	F.06.04.05	Council Ring Road/Tamarack Gate - All-way Stop
12.	F.02.10.07	Renaming of Courtney Park Drive
13.	F.02.07	Street Names
14.	B.201/84-M	Minarik Purchase from United Lands Corporation - 947 Maramis Court
o	IN CAMERA	PROPERTY MATTER

CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE

JUNE 21, 1989

DEPUTATIONS/PRESENTATIONS - 9:00 A.M.

- A. Mr. K. Schipper, Director of Traffic and Transportation, Public Works
Department
D.01.02
SEE ITEM 1

MATTERS FOR CONSIDERATION:

- I. Report dated June 9, 1989, from the Commissioner of Public Works regarding the Ten-Year Transit Service Strategy Plan-Phase 2 Study Implementation.

As part of Phase 2 of the Mississauga Ten Year Transit Service Strategy Plan a number of studies will be carried out. The following studies are being recommended for immediate implementation:

1. Busway Planning Study
2. Transportation Gateway Overview
3. Renforth-Eglinton Gateway Planning and Design Study
4. Westwood Mall Transit Terminal Relocation
5. Mississauga/TTC Improved Service Coordination and Fare Integration
6. Mississauga-GO Transit Improved Service Coordination and Fare Integration
7. Hurontario Street Transit Corridor Planning Review
8. Reserved Bus Lanes on Dundas Street

RECOMMENDATION:

- (a) That the Transportation Technical Committee be authorized to prepare a detailed work program, invite proposals from consulting engineering firms in order to carry out the necessary planning and preliminary design studies for the Mississauga Busway, and report back to Council with recommendations on the awarding of the required consulting assignments at an estimated interim cost of \$1,500,000 subject to 75% MTO subsidy.

June 21, 1989

- (b) That proposals be invited from consulting engineering firms for undertaking the following studies subject to 75% MTO subsidy:
- (i) Renforth/Eglinton Gateway Planning and Design Study at an estimated cost of \$75,000
 - (ii) Westwood Mall Transit Terminal Relocation at an estimated cost of \$50,000, and
 - (iii) Clarkson GO Station Special Bus Feeder Service Planning Study at an estimated cost of \$50,000.
- (c) That the Ministry of Transportation Ontario be requested to establish an implementation committee involving technical representatives from Mississauga and Metro Toronto to develop a Mississauga/TTC Improved Service Co-ordination and Fare Integration Program.
- (d) That the Ministry of Transportation Ontario be requested to provide 75% for the studies listed in recommendation 1 and 2.
- (e) That a by-law be enacted to authorize execution of the necessary agreements between the City, the Consulting Engineering firms, and the Ministry of Transportation Ontario.
- (f) That budgets be established for the following capital projects:

Mississauga Busway Design

Gross Cost	\$1,500,000
Subsidies	(1,125,000)
Net City Cost	375,000

Renforth/Eglinton Gateway Planning and Design

Gross Cost	75,000
Subsidies	56,250
Net City Cost	18,750

Westwood Mall Terminal Relocation

Gross Cost	50,000
Subsidies	37,500
Net City Cost	12,500

and that \$406,200 be transferred from the Capital Contingency to these projects and that the necessary by-laws be enacted.

- (g) That the Public Works current budget in the Traffic Administration Program be revised as follows:

Professional Services	08630-18-0000	\$165,000
Provincial Subsidies	08630-91-0000	\$ 37,500

to include the Clarkson GO Station Bus Feeder Service Planning Study and that funds in the amount of \$12,500 be allocated from the Current Contingency Account to fund the City's cost of the study.

- (h) (i) that Metropolitan Toronto and the City of Etobicoke be requested to authorize their staff to participate in a preliminary design study to implement the reserved bus lanes on Dundas Street from Dixie Road to the proposed Mississauga Transit Terminal at the Kipling subway station;
- (ii) that the Transportation Technical Committee be authorized to meet with the MTO and the relevant Metro and Etobicoke staff (subject to concurrence by their respective Councils) and to report back to City Council with a recommended implementation approach for the 'Dundas Reserved Bus Lane Project', including terms of reference for the preliminary design study, funding and subsidy requirements.

D.01.02

RECOMMEND ADOPTION

2. Report dated June 13, 1989, from the Commissioner of Finance and Treasurer and Transit General Manager providing a Summary of the Financial Implications for the City's Capital and Operating Budgets of Transit's Proposed Acquisition of an Additional Twenty Buses in 1989 and 1990.

Council, at its meeting of April 24, 1989, adopted the following recommendations of the report dated April 10, 1989, entitled, 'Final Report on the Mississauga Ten-Year Transit Service Strategy Plan Study', prepared by the Commissioner of Public Works and the General Manager of Mississauga Transit Department:

- (a) That staff be directed to approach the Ministry of Transportation to determine which items in the Mississauga Ten-Year Transit Service Strategy Plan may be eligible for additional grants and subsidies in 1989-90.
- (b) That staff report back to the Operations and Works Committee regarding implementation of early elements of the Transit Strategy including costing and funding implications.

The main thrust of the Mississauga Ten-Year Transit Service Strategy Plan is to compete more effectively with the automobile by providing a more extensive grid network and more convenient transit services which offer better connections with other transit systems and more express services. Higher transit ridership is essential if future transportation needs are to be met.

The Ministry of Transportation of Ontario (MTO) has indicated that additional subsidies are available to assist Mississauga in increasing its bus acquisition program during 1989 and 1990.

Additional vehicles are required to accelerate the implementation of the basic grid bus network and to introduce express routes linking the City Centre directly to points further west in Mississauga and further east in Metropolitan Toronto.

IBI's Ten Year Transit Service Strategy Plan advised the City to "... acquire 40 new buses (40 ft. equivalent buses) during 1989 or early 1990 and another 40 during 1990."

If the City decides to follow this course of action, there will obviously be significant implications for the already approved Capital and Operating Budgets. A preliminary review and analysis has been performed by the Finance Department and the results and implications are presented as follows:

1. Implications for the City's Capital Budget
 - (a) Bus Acquisitions
 - (b) Transit Terminals
2. Capital Financing Implications
3. Current Budget Implications

The proposed alteration to the City's bus acquisition schedule and revisions to other Transit costs have significant impact upon both the City's current and capital budgets. From the capital perspective, the determination of viable and less costly alternatives to the early construction of Satellite Terminal #1 is a critical factor if the City is to be able to fund the revised Transit capital requirements without major reconsideration of priorities in the first few years of the City's approved 10 year capital plan. These alternatives cannot be finalized at this time, but should be available for consideration with the 1990-99 Capital Budget deliberations. Given the magnitude of the dollars involved, and the extent of uncertainties regarding transit terminal alternatives, it is concluded that the additional 20 buses requested in 1989 can be recommended at this time. Bus acquisitions and transit terminal construction in 1990 and beyond should, however, be reconsidered as part of the 1990-99 Capital Budget deliberations when more complete information is available.

The additional 20 buses are required for service improvements in early 1990. Buses must, therefore, be delivered to the City by the end of January, 1990 for these improvements to take place. It is necessary for the order for the 20 buses to be placed immediately if this delivery requirement is to be met.

Earlier in 1989, the City awarded a tender for 20 buses to Ontario Bus Industries Inc. who was the low bidder on Tender TMT-21-1988. Ontario Bus Industries have agreed to hold the prices from that tender, for a second order of 20 buses. Based upon receipt of that order, delivery can be completed by January 1990.

As the low bidder from the recent tender has agreed to hold the prices for this order, it is recommended that the requirement for a request for tenders under the City's purchasing and tendering by-law be waived, and that a purchase order be issued to Ontario Bus Industries Inc.

RECOMMENDATION:

- (a) That the budget for P.N. #88-946 Land Acquisition-Marshall Steel Property be revised as follows:

	<u>Existing Budget</u>	<u>Revised Budget</u>
Gross Cost	\$6,000,000	\$6,011,000
Recovery/Subsidy		<u>2,954,000</u>
Net City Cost	<u>\$6,000,000</u>	<u>\$3,057,000</u>

- (b) That \$2,943,000 be reallocated to the unallocated balance of the Capital Reserve Fund from P.N. #88-946 Land Acquisition-Marshall Steel Property and the necessary by-law be enacted.

- (c) That the budget for P.N. #89-913 Bus Acquisitions be revised as follows:

	<u>Existing Budget</u>	<u>Revised Budget</u>
Gross Cost	\$4,400,000	\$8,800,000
Recovery/Subsidy	<u>3,231,000</u>	<u>6,462,000</u>
Net City Cost	<u>\$1,169,000</u>	<u>\$2,338,000</u>

- (d) That \$1,169,000 be allocated from the unallocated balance of the Capital Reserve Fund to P.N. #89-913 Bus Acquisitions and that the necessary by-law be enacted.
- (e) That the request for tender requirement under the purchasing and tendering by-law be waived for the purchase of 20 forty foot buses.
- (f) That a purchase order be issued to Ontario Bus Industries Inc. for the purchase of 20 buses at a price of \$178,437 per unit for a total cost of \$3,854,239.

D.01.02

RECOMMEND ADOPTION

3. Report dated June 8, 1989, from the Commissioner of Public Works regarding access to Burnhamthorpe Road East for the Central Parkway Mall.

The Public Works Department had prepared a report to the Operations and Works Committee recommending that a right-in/right-out access to Burnhamthorpe Road East be permitted to Central Parkway Mall subject to a 50/50 cost sharing between the City and the owners of the Central Parkway Mall. This recommendation was adopted by the Operations and Works Committee at the meeting of April 27, 1988.

Subsequent to this, Council at its meeting of May 9, 1988 considered this recommendation of the Operations and Works Committee and the recommendation was not approved. Council at this meeting directed staff of the Public Works Department to review the movement of traffic to and from this plaza.

The Public Works Department has reviewed the operation of the access points and has observed periodic minor congestion at the Central Parkway Boulevard access, however, it is felt that the access is operating in a satisfactory manner.

The Public Works Department sees merit in a 50/50 cost sharing arrangement with the Central Parkway Mall owners for the construction of a right-in/right-out access to Burnhamthorpe Road, as previously indicated in reports from the Commissioner dated October 20, 1987 and March 30, 1988. The gross estimated cost of this work is \$90,000. The \$45,000 in funding required for the City's share of the work should be allocated from the 1989 Capital Contingency Fund.

RECOMMENDATION:

- (a) That a right-in/right-out access to Burnhamthorpe Road be permitted at the east end of Central Parkway Mall, subject to a 50/50 cost sharing between the City and the Central Parkway Mall owners.
- (b) That this work be undertaken as part of the 1989 Intersection Improvement Program with additional funding in the amount of \$45,000 to be allocated from the 1989 Capital Budget Contingency Fund.

- (c) That the budget for the 1989 Intersection Improvement Program be revised to reflect the cost of construction of a right-in/right-out access to Burnhamthorpe Road from Central Parkway Mall:

<u>From:</u>	
Gross Cost	\$500,000
M.T.O. Subsidy	<u>\$100,000</u>
Net City Cost	<u>\$400,000</u>

<u>To:</u>	
Gross Cost	\$590,000
M.T.O. Subsidy	\$100,000
Contribution	<u>\$ 45,000</u>
Net City Cost	<u>\$445,000</u>

F.06.01

RECOMMEND ADOPTION

4.

Report dated June 14, 1989, from the Commissioner of Public Works regarding recommended revisions to the standard policy and procedure for temporary sales trailers.

Recently there has been concern raised that trailers remain on site after the subdivision has been completely sold out and also it is difficult to have the trailer removed from the site unless the Builder cooperates. The time period for which it is reasonable that a sales trailer be permitted varies with the economy. In good times the Builder sells out fast and in bad times the trailer could be there for an extended period.

RECOMMENDATION:

That the existing Policy and Procedure for the Placement of Temporary Sales Office Trailers be amended in accordance with the report of the Commissioner of Public Works dated June 14, 1989, as follows:

- (a) that the maximum period of approval be changed from one year to six months and if an extended period is required a new application would be necessary;
- (b) that Permission to Enter by the City from the Owner of the lands be required as a condition of approval in order that the City may enter upon the lands to remove the trailer if it remains on site beyond the approved period or if the conditions of approval are not being adhered to;
- (c) that cash or Letter of Credit in the amount of \$25,000.00 be required for each trailer approval to be used for compliance of the conditions of approval including removal of the trailer if necessary.

L.01.06

RECOMMEND ADOPTION

5. Report dated June 9, 1989, from the Commissioner of Public Works in response to a request from Bekaert Steel and Wire Corporation for approval of Pantanet Fencing as an acceptable fencing for use to enclose privately owned outdoor swimming pools. It was not approved at that time as it did not meet the mesh specifications of the By-law which states that the mesh shall not be greater than 1-1/2 in. (38 mm).

The concerns were primarily about the durability of fence and the climbability of fence. Bekaert Steel engaged the Centre for Occupational Health and Safety of the University of Waterloo to evaluate the general safety and climbability of their product. The report concludes that the Pantanet Fencing is equivalent to, if not better than, chain link fence with respect to climbability.

It is concluded that Pantanet Fencing would yield an equivalent degree of safety as specified in By-Law 202-76, Section 7, Subsections (b), (c) and (d) except in an area where diagonal support posts are used to reinforce the fence in key locations.

It is further concluded that the only suitable protection for diagonal support posts would be 1-1/2 in. mesh wire.

RECOMMENDATION:

That Pantanet Fencing be recognized as a suitable fencing for swimming pool enclosures as required by By-law 202-76 as amended, provided that the diagonal support posts used to reinforce the fence posts are protected by 1-1/2 in. mesh wire.

L.04.01

RECOMMEND ADOPTION

6. Report dated May 23, 1989, from the Commissioner of Public Works regarding the assumption of the municipal works for Ashley Developments Limited, Registered Plan 43M-660, located north of Burnhamthorpe Road West and west of Mavis Road.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$49,483.85 should be released to the developer, Ashley Developments Limited.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Ashley Developments Limited, Registered Plan 43M-660, located north of Burnhamthorpe Road West and west of Mavis Road.
- (b) That the Commissioner of Finance and Treasurer be authorized to return the Letter of Credit securing the Servicing Agreement for Registered Plan 43M-660 (currently valued at \$49,483.85) to the developer, Ashley Developments Limited.

- (c) That a by-law be enacted to establish the road allowances within Registered Plan 43M-660 as public highway and part of the municipal system of the City of Mississauga.

M-660

RECOMMEND ADOPTION

7. Report dated May 31, 1989, from the Commissioner of Public Works regarding the assumption of the municipal works for Erin Mills Neighbourhood 503b, Registered Plans 43M-639 and 43M-640, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard.

As far as the Public Works Department is concerned, the developer has complied with all requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plans. The remaining securities in the amount of \$760,653.71 should be released to the developer, the Erin Mills Development Corporation.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Erin Mills Neighbourhood 503b, Registered Plans 43M-639 and 43M-640, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard.
- (b) That the Commissioner of Finance and Treasurer be authorized to return the Letter of Credit securing the Servicing Agreement for Registered Plans 43M-639 and 43M-640 (currently valued at \$760,653.71) to the developer, the Erin Mills Development Corporation.
- (c) That a by-law be enacted to establish the road allowance within Registered Plans 43M-639 and 43M-640 as public highway and part of the municipal system of the City of Mississauga.

M-639
M-640

RECOMMEND ADOPTION

8. Report dated June 7, 1989, from the Commissioner of Public Works regarding the waiving of Building Department Condition 4 of Schedule 'C' of the Servicing Agreement with respect to Lot 13, Plan 43M-780, Creditview Estate Homes Limited, Rivergrove Subdivision, Phase V, located south of Britannia Road West and west of Creditview Road.

Under the terms of the Building Department Condition 4 of Schedule 'C' of the Servicing Agreement, the Developer agreed that a minimum setback of 6.5 m for all buildings and structures, and a minimum setback of 21.5 m for principal structures is required from the top-of-bank of the Credit River of Lot 13, located adjacent to the Credit River.

June 21, 1989

The two-storey, single-family dwelling proposed for Lot 13 has been designed to provide a setback of 12.5 m from the greenbelt zone. The developer has stated that due to the configuration of the lot, the dwelling has been sited as far forward on the lot as possible without encroaching into the required side yard setbacks. As a result, a position of the rear yard of the dwelling encroaches into the required setback by approximately 2.5 m.

The Committee of Adjustment has reviewed this request and has granted a variance in setback as requested subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

RECOMMENDATION:

That the Building Department Condition 4 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited, Rivergrove Subdivision, Phase V, Plan 43M-780, located south of Britannia Road West and west of Creditview Road be waived with respect to Lot 13, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

M-780

RECOMMEND ADOPTION

9. Report dated June 7, 1989, from the Commissioner of Public Works regarding the waiving of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement with respect to Lot 105, Plan 43M-759, Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, south of Britannia Road West and west of Creditview Road.

Under the terms of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement, the Developer, agreed that a minimum setback of 15.0 m for all buildings and structures, and a minimum setback of 30.0 m for principal structures is required from the approved top-of-bank of the Credit River for Lot 105, located adjacent to the Credit River.

The two-storey, single-family dwelling proposed for Lot 105 has been designed to provide a setback of 12.4 m± from the greenbelt zone. The developer has stated that due to the configuration of the lot, the dwelling has been sited as far forward as possible, however, one corner of the dwelling encroaches into the required 15.0 m setback by approximately 2.6 m.

The Committee of Adjustment has reviewed this request and has granted a variance in setback as requested subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

RECOMMENDATION:

That Building Department Condition 5 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, Plan 43M-759, located south of Britannia Road West and west of Creditview Road, be waived with respect to Lot 105, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

M-759

RECOMMEND ADOPTION

10. Report dated June 13, 1989, from the Commissioner of Public Works regarding the temporary closure of Mississauga Road between Woodchuck Lane and Lapad Court.

Mississauga Road is being reconstructed from Burnhamthorpe Road to a point 0.5 kms northerly. This construction includes the bridge replacement at Mullet Creek. To undertake the existing structure removal and replacement at Mullet Creek, a road closure of Mississauga Road between Woodchuck Lane and Lapad Court is required. The closure is requested from July 4, 1989 until November 3, 1989.

The contractor will provide all necessary signs, flashers and delineators as required by the Public Works Department, for the road closure and subsequent detours. Traffic re-routing will be established along Creditview Road and Erin Mills Parkway. All local residential access will be maintained. All appropriate emergency services, Transit, and School Boards will be advised of this road closure.

RECOMMENDATION:

That a by-law be enacted to implement the temporary closure of Mississauga Road, between Woodchuck Lane and Lapad Court, from July 4, 1989 to November 3, 1989 for the purpose of removal and replacement of the existing structure at Mullet Creek.

F.02.04.03

RECOMMEND ADOPTION

11. Report dated June 5, 1989, from the Commissioner of Public Works in response to a for an all-way stop at the intersection of Council Ring Road and Tamarack Gate.

In response to the request, manual turning movement counts were conducted at this location. Based on the results of traffic studies conducted by the Public Works Department, an all-way stop is warranted and should be implemented at the intersection of Council Ring Road and Tamarack Gate. This installation may improve the level of safety at this intersection.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Council Ring Road and Tamarack Gate as warrants have been satisfied.

F.06.04.05

RECOMMEND ADOPTION

12. Report dated June 9, 1989, from the Commissioner of Public Works regarding a proposed street name change of "Courtney Park Drive" to "Courtneypark Drive East" within Registered Plan 43M-915 between Kennedy Road and Hurontario Street.

This plan contains the extension of Courtneypark Drive East from Kennedy Road to Hurontario Street. On the Registered Plan this name is spelled with two words "Courtney Park Drive". The correct spelling is "Courtneypark Drive East".

This development is presently being serviced by the developer. The street name signs have not been erected and the lands within this registered plan are still totally owned by the developer.

As the spelling of "Courtneypark Drive East" on Plan 43M-915 is incorrect, the City of Mississauga should proceed to change the street name to the correct spelling.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures to rename "Courtney Park Drive" between Kennedy Road and Hurontario Street within Plan 43M-915 to "Courtneypark Drive East" and the developer be advised that the street name signs to be erected are to be in accordance with the correct spelling of the street name.

F.02.10.07

RECOMMEND ADOPTION

13. Report dated May 31, 1989, from the Commissioner of Public Works recommending that the following streets, as approved by the Region of Peel Street Names Committee on May 17, 1989, be approved:

- (a) That the name "Moonstream" be approved as a street name for the private road for Condominium Corp. No. 196 located at the south-east corner of Montevideo Road and Battleford Road.

PCC 196

- (b) That the name "Althea" be approved as a street name for Lakeview Estates, T-86071, located on the east side of Second Line West, north of Eglinton Avenue West.

T-86071

June 21, 1989

- (c) That the name "Velebit" be approved as a street name for Creditview Homes, T-87072, located west of Creditview Road and north of Britannia Road West.

T-878072

- (d) That the following street names be approved for Berlen Development Corporation (T-87069 and T-88011), Gaspero Development Ltd. (T-88064), and Drof Buildings Ltd. (T-87070), located west of Winston Churchill Boulevard and south of the C.P.R. right-of-way "Adlergrove", Bayberry, "Cloverleaf", "Dalehurst", "Doverwood", "Ferncrest", "Hazelridge", "Innisdale", "Oakview", "Pebblewood" and "Shadetree".

T-87069/T88011

T-88064

T-87070

RECOMMEND ADOPTION

14. Report dated June 5, 1989, from the City Solicitor respecting a condition of the Land Division Committee under Application 'B' 201/84 whereby Mary Hamilton and United Lands Corp. Ltd. were required to enter into a Common Ownership Agreement.

It is now in order to release the Common Ownership Agreement as the conditions of the agreement have been fulfilled.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Common Ownership Agreement dated the 12th day of December 1983 between Mary Elizabeth Hamilton, United Lands Corporation Limited and The Corporation of the City of Mississauga presently registered on title to lands described as Part of Lot 22, Concession 2, South of Dundas Street, designated as Parts 2 and 3, Plan 43R-11364 and Block 74, Plan 43M-452 (957 Maramis Court, Mississauga).

B 201/84-M

RECOMMEND ADOPTIONIN CAMERA PROPERTY MATTER



Corporate Report

Received by
Clerk's Dept.

JUN 16 1989

Clerk's Files

D.01.02

OPERATIONS/WORKS JUN 21 1989

Originator's
Files

11 141 00045
11 161 00011
13 111 00022

DATE: June 9, 1989
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department
SUBJECT: Mississauga Ten-Year Transit Service Strategy Plan-Phase 2 Study Implementation

ORIGIN: Public Works Department

BACKGROUND: City Council, at its meeting of April 24, 1989, adopted, among other items, the following recommendation of the report dated April 10, 1989, entitled, 'Final Report on the Mississauga Ten-Year Transit Service Strategy Plan Study', prepared by the Commissioner of Public Works and the General Manager of Mississauga Transit Department:

"That staff report back to the Operations and Works Committee with implementation approaches and terms of reference for the following Phase 2 projects:

- Busway planning study
- Planning and design of express bus service on the Highway 403 shoulder
- Transportation gateway overview and Renforth-Eglinton Gateway planning and design study
- Mississauga/TTC improved service coordination and fare integration
- Mississauga GO Transit improved service co-ordination and fare integration
- Hurontario Street transit corridor planning review"

As part of Phase 2 of the Mississauga Ten-Year Transit Service Strategy Plan a number of studies will be carried out. The following studies are being recommended for immediate implementation:

1(a)

COMMENTS: (Continued)

1. Busway Planning Study

The 1985 Mississauga Transportation Study recommended the provision of a busway, utilizing the Highway 403/Parkway Belt Corridor to accommodate east-west travel demand in the City. The busway would be constructed in an exclusive right-of-way within the designated corridor with grade separations at intersections. This bus roadway would provide rapid transit service between Winston Churchill Boulevard and the Metro Toronto boundary with a major terminal in the City Centre Area.

Subsequently, Phase 1 of the Mississauga Ten-Year Transit Service Strategy Plan recommended that the City give high priority to completing planning studies for the busway.

A preliminary estimate of the cost of construction of the Mississauga Busway between Erin Mills and Renforth Drive including stations and a major terminal in the City Centre is in the order of \$250 million in 1989 dollars. The lead time to implement a program of this nature is likely to be an absolute minimum of 2-3 years for planning, approvals and design and a minimum of 6-7 years to construct, i.e. up to 10 years between initiation of planning and the completion of construction.

In 1988 the consulting firm of McCormick Rankin was retained by the City to undertake a planning study for the Busway in the City Centre in order to identify property requirements and to prepare the preliminary design for the City Centre Busway Terminal/Gateway.

Further planning studies for the busway are required in order to:

- identify property requirements outside the City Centre Area
- prepare preliminary designs for the busway and busway stations (with the exception of the City Centre Terminal/Gateway)
- satisfy the requirements of the Environmental Assessment Act.

1 (b)

COMMENTS: (Continued)

- prepare design criteria/guidelines for the detailed design of the Mississauga Busway.
- prepare supporting documentation for Official Plan Amendments
- prepare a capital construction program for the Mississauga Busway for incorporation into the City's Ten-Year Capital Budget.
- planning and design of express bus service on the Highway 403 shoulder as an interim stage prior to construction of grade separated busway.

Based on the busway planning experience for the Ottawa-Carleton Busway, the cost for completing the above mentioned studies is expected to be in the range of 0.5% to 1.0% of the total capital cost, and it is expected that the studies would be eligible for a 75% subsidy.

Staff are requesting that an interim funding amount of \$1,500,000 be approved in order to proceed with the busway planning studies (subject to MTO funding approval).

In light of the project size and complexity it is important that the planning studies be sequenced in a strategic manner. Over the next 2 to 3 months staff will prepare a detailed work program and will invite proposals from consulting firms for the various work segments and report back to Council with recommendations for the various consulting assignments.

No funds have been allocated in the City's 1989 Current or Capital budgets to cover the costs of the Mississauga Busway planning studies, therefore City Council's approval for its share of the funding (\$375,000) is required at this time.

2. Transportation Gateway Overview

One of the main objectives of the Ministry of Transportation Ontario (MTO) Gateway (multi-modal transportation terminals) program is to provide a convenient automobile-transit interface so that auto users can be encouraged to switch modes at these various strategically located gateway

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Chairman and Members of the
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COMMENTS: (continued)

facilities, thus minimizing the road congestion within the Greater Toronto Area (GTA). Opportunities for transferring to higher order transit services and between different transit authorities would also be promoted at gateway locations.

There are a number of possible locations for these gateways that would provide multi-modal connections and provide appropriate Park-n-Ride or Kiss-n-Ride facilities. This study will identify other potential locations within the City, locations of Park-n-Ride lots within the Hydro lands located at the future busway stations and land requirements for possible bus turn around loops.

This study is to be done internally by Public Works staff in co-operation with the Transit Department.

3. Renforth-Eglinton Gateway Planning and Design Study

In a study entitled 'Renforth Gateway' done by the IBI Group in 1985, the Renforth Gateway was identified as a strategically located gateway due to the fact that several rapid transit and busway proposals were proposed to pass through or connect to this area. The IBI study was done as part of the Provincial GO ALRT initiative and requires updating.

Subsequently, Phase 1 of the Mississauga Ten-Year Transit Service Strategy Plan recommended that a separate planning and design study be undertaken to expedite the implementation of a gateway at the Renforth-Eglinton location.

The Renforth-Eglinton gateway would act as a distributor of bus services from the Highway 403 corridor south to the Kipling station via Highway 427, along Eglinton Avenue within Metro Toronto and north to the Airport area. This study should include discussions with Metro Toronto, Etobicoke and City of York staff regarding reserved lanes on Eglinton Avenue within Metro.

The total estimated cost of this study is approximately \$75,000 and it is anticipated that this study will be subsidized at the rate of 75% by the Ministry of Transportation Ontario (MTO).

1(d)

COMMENTS: (Continued)

4. Westwood Mall Transit Terminal Relocation

The Westwood Mall Transit Terminal relocation was not identified as a Phase 2 study; however, it has been identified as a possible gateway serving the northeast area of the City.

Over the past year a development proposal has been prepared by the owners of the Westwood Mall for the northeast portion of their property adjacent to the existing transit terminal. As part of this process the Transit Department has initiated an internal review of its future requirements for the Westwood Mall Terminal. The existing transit terminal is currently operating at capacity (11 platforms). TTC and Brampton Transit also use the terminal. It has been determined that the Westwood Mall location is not adequate to accommodate future transit requirements. While it may be desirable to retain the terminal at this location, the anticipated increase in bus routes and the number of buses operating on each route would eventually result in increased traffic congestion at the terminal and on Morning Star Drive and Goreway Drive. This would also be aggravated by the increasing traffic at the Mall and traffic generated by future development in the area.

It is proposed that a study of alternative terminal sites be carried out in the Malton area, with the objective of obtaining land for a new site as quickly as possible. The need to deal with this matter is urgent and it is expected that City staff will be able to report back on this matter in late 1989.

The total estimated cost of this study is approximately \$50,000 and it is anticipated that this study will be subsidized at a rate of 75% by the Ministry of Transportation Ontario (MTO).

5. Mississauga/TTC Improved Service Co-ordination and Fare Integration

Improved Mississauga/TTC transit coordination and the implementation of fare integration are required if transit's potential market share at the east Mississauga boundary is to be achieved. Phase 1 of the Mississauga Ten-Year Transit Service Strategy Plan estimated this ridership potential to be the equivalent of about two lanes of traffic on the roads connecting the two municipalities.

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COMMENTS: (Continued)

Several studies have been undertaken in recent years which have recommended that the Province proceed with initiatives in this regard.

In his report entitled, 'Transportation Directions for the Greater Toronto Area' (May 1988) the Minister of Transportation indicated that the Province would be prepared to work with transit agencies and municipalities to develop subsidy and fare policies which will ensure that people can move easily across Metro Toronto Area boundaries.

Therefore it is recommended that the Ministry of Transportation (MTO) be asked to establish an implementation committee involving technical representatives from Mississauga and Metro Toronto in order to develop a Service Co-ordination and Fare Integration Implementation Program for Mississauga Transit and the Toronto Transit Commission.

6. Mississauga-GO Transit Improved Service Co-ordination and Fare Integration

The Mississauga Ten-Year Transit Service Strategy Plan recommended that the first step in implementing improved service co-ordination and fare integration, be a demonstration project at the Clarkson GO Station. This will involve the implementation of a special feeder service using smaller buses in the peak periods. This feeder service would also be co-ordinated with the GO Transit schedule.

GO Transit has recently proposed the expansion of its Clarkson Station parking facilities by 689 spaces. Should this feeder service prove efficient, the need for additional parking spaces over the long term at the GO Station will be reduced.

To initiate this project a joint Mississauga/MTO/GO Transit study will be required. Staff of the Mississauga Transit Department have already had preliminary discussions with MTO staff, who have indicated support in principle for this study.

The total estimated cost of this study is approximately \$50,000 and it is anticipated that this study will be subsidized at a rate of 75% by the Ministry of Transportation Ontario (MTO).

1(f)

COMMENTS: (Continued)

7. Hurontario Street Transit Corridor Planning Review

Hurontario Street is a major north-south arterial roadway and an important transit corridor that should be studied in order to identify the long term transit requirements, including the potential for reserved transit lanes and the need and feasibility of additional transit improvements.

The projected ridership levels for the Hurontario Street corridor are above the level that can be supported by buses operating in mixed traffic and it is important that transit services be improved in order to accommodate the higher levels of ridership.

The City's Secondary Plans for Britannia East, Britannia West and Derry planning districts include designations for higher levels of office development along the Hurontario Street and Derry Road corridors. In 1988 City Council authorized the Hurontario Street/Derry Road Transportation and Development Study in order to investigate the transportation implications of the various development level options and to identify the maximum development level consistent with the future transportation network in the Hurontario/Derry corridor.

This study is underway and it is recommended that staff not proceed with the 'Hurontario Street Transit Corridor Planning Review' until the Hurontario Road/Derry Road study has been completed.

8. Reserved Bus Lanes on Dundas Street

The City's 1989-1998 Capital Budget includes upgrading the section of Dundas Street from Dixie road to the Etobicoke Creek at a total cost of \$2,000,000.

This road section carries one of the heaviest traffic volumes in the City (47,000 vehicles per day) and is currently used by several Mississauga Transit routes destined for the Islington subway station in Etobicoke.

The Mississauga Ten-Year Transit Service Strategy Plan recommended the implementation of express bus service operating from the City Centre to the new Kipling Terminal (proposed for construction in the early 1990's) via Hurontario Street and Dundas Street.

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Chairman and Members of the
Operations and Works Committee

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June 9, 1989

COMMENTS: (Continued)

The study recommended that,

"The implementation of road widening and peak period reserved bus lanes should occur as early as possible to augment the efficiency, speed and schedule reliability of this route. To this end, widening of Dundas from five to seven lanes between Dixie Road and the east City boundary should be advanced to the early 1990's if possible, discussions with Metro and Etobicoke should be initiated regarding peak period reserved bus lanes on Dundas between the boundary and Kipling station...."

Therefore, in order to expedite the establishment of reserved lanes on the section of Dundas Street between Dixie Road and the Kipling subway station the Transportation Technical Committee is requesting authorization to meet with MTO, Etobicoke and Metro staff to develop an implementation approach which addresses the necessary studies, funding and subsidy requirements.

CONCLUSION:

Phase 1 of the Mississauga Ten-Year Transit Service Strategy Plan is now complete. The Phase 2 studies have been described in this report and staff will be preparing detailed terms of reference to invite proposals from suitable consulting engineering firms for the studies mentioned in this report.

It is proposed that the 'Transportation Gateway overview' study be done by Public Works staff, the 'Mississauga/TTC Improved Service Co-ordination and Fare Integration' study be co-ordinated by the MTO with the participation of Mississauga and Metro Toronto staff and that the 'Hurontario Street Transit Corridor Planning Review' study not be initiated until the completion of the Hurontario Street/Derry Road Study.

A total of six studies have been identified for implementation as part of Phase 2, four of which the MTO will be requested to subsidize at 75%. The total cost of these studies is \$1,675,000. subject to 75% subsidy by MTO in the amount of \$1,256,200 which leaves a net cost to the City of \$418,800.

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CONCLUSION: (Continued)

In order to ensure proper co-ordination between the relevant City departments, the studies will be done under the direction of the Transportation Technical Committee, which includes the heads of the following City Departments:

- City Manager
- Public Works
- Planning and Buildings
- Mississauga Transit
- Finance

RECOMMENDATIONS:

1. That the Transportation Technical Committee be authorized to prepare a detailed work program, invite proposals from consulting engineering firms in order to carry out the necessary planning and preliminary design studies for the Mississauga Busway, and report back to Council with recommendations on the awarding of the required consulting assignments at an estimated interim cost of \$1,500,000 subject to 75% MTO subsidy.
2. That proposals be invited from consulting engineering firms for undertaking the following studies subject to 75% MTO subsidy:
 - i) Renforth/Eglinton Gateway Planning and Design Study at an estimated cost of \$75,000
 - ii) Westwood Mall Transit Terminal Relocation at an estimated cost of \$50,000, and
 - iii) Clarkson GO Station Special Bus Feeder Service Planning Study at an estimated cost of \$50,000.
3. That the Ministry of Transportation Ontario be requested to establish an implementation committee involving technical representatives from Mississauga and Metro Toronto to develop a Mississauga/TTC Improved Service Co-ordination and Fare Integration Program.
4. That the Ministry of Transportation Ontario be requested to provide 75% for the studies listed in recommendation 1 and 2.
5. That the Mayor and Clerk be authorized to execute the necessary agreements between the City, the Consulting Engineering firms, and the Ministry of Transportation Ontario.

RECOMMENDATIONS: (Continued)

6. That budgets be established for the following capital projects:

Mississauga Busway Design

Gross Cost	\$1,500,000
Subsidies	(1,125,000)
Net City Cost	375,000

Renforth/Eglinton Gateway Planning and Design

Gross Cost	75,000
Subsidies	56,250
Net City Cost	18,750

Westwood Mall Terminal Relocation

Gross Cost	50,000
Subsidies	37,500
Net City Cost	12,500

and that \$406,200 be transferred from the Capital Contingency to these projects and that the necessary by-laws be enacted.

7. That the Public Works current budget in the Traffic Administration Program be revised as follows:

Professional Services	08630-18-0000	\$165,000
Provincial Subsidies	08630-91-0000	37,500

to include the Clarkson GO Station Bus Feeder Service Planning Study and that funds in the amount of \$12,500 be allocated from the Current Contingency Account to fund the City's cost of the study.

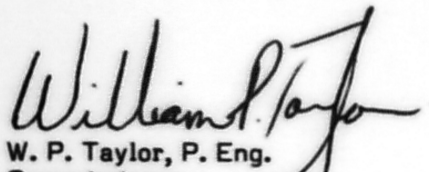
- 8.a) that City Council request Metropolitan Toronto and the City of Etobicoke to authorize their staff to participate in a preliminary design study to implement the reserved bus lanes on Dundas Street from Dixie Road to the proposed Mississauga Transit Terminal at the Kipling subway station;

1 (g)

RECOMMENDATIONS: (Continued)

- 8.b) that the Transportation Technical Committee be authorized to meet with the MTO and the relevant Metro and Etobicoke staff (subject to concurrence by their respective Councils) and to report back to City Council with a recommended implementation approach for the 'Dundas Reserved Bus Lane Project', including terms of reference for the preliminary design study, funding and subsidy requirements.

MK/edm
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W. P. Taylor, P. Eng.
Commissioner
Public Works Department

2 **Corporate
Report**

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Originator's
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OPERATIONS/WORKS

JUN 21 1989

DATE: June 13th, 1989
TO: CHAIRMAN AND MEMBERS OF THE OPERATIONS AND WORKS COMMITTEE
FROM: W. H. Munden, CMA, Commissioner of Finance and Treasurer
E. J. Dowling, General Manager, Mississauga Transit
SUBJECT: Summary of the Financial Implications for the City's
Capital and Operating Budgets of Transit's Proposed
Acquisition of an Additional Twenty Buses in 1989 and
1990.

ORIGIN: Finance and Transit Departments

BACKGROUND: Council, at its meeting of April 24, 1989, adopted the following recommendations of the report dated April 10, 1989, entitled, 'Final Report on the Mississauga Ten-Year Transit Service Strategy Plan Study', prepared by the Commissioner of Public Works and the General Manager of Mississauga Transit Department:

1. That staff be directed to approach the Ministry of Transportation to determine which items in the Mississauga Ten-Year Transit Service Strategy Plan may be eligible for additional grants and subsidies in 1989-90.
2. That staff report back to the Operations and Works Committee regarding implementation of early elements of the Transit Strategy including costing and funding implications.

The main thrust of the Mississauga Ten-Year Transit Service Strategy Plan is to compete more effectively with the automobile by providing a more extensive grid network and more convenient transit services which offer better connections with other transit systems and more express services. Higher transit ridership is essential if future transportation needs are to be met.

continued...../2

June 13th, 1989

2(a)

BACKGROUND: (Cont'd) The Ministry of Transportation of Ontario (MTO) has indicated that additional subsidies are available to assist Mississauga in increasing its bus acquisition program during 1989 and 1990.

Additional vehicles are required to accelerate the implementation of the basic grid bus network and to introduce express routes linking the City Centre directly to points further west in Mississauga and further east in Metropolitan Toronto.

IBI's Ten Year Transit Service Strategy Plan advised the City to "... acquire 40 new buses (40 ft. equivalent buses) during 1989 or early 1990 and another 40 during 1990."

If the City decides to follow this course of action, there will obviously be significant implications for the already approved Capital and Operating Budgets. A preliminary review and analysis has been performed by the Finance Department and the results and implications are presented for your information.

COMMENTS:

Implications for the City's Capital Budget

Bus Acquisitions

The 1989 Capital Budget provides for the purchase of 20-40 ft. buses at a cost of \$4.4 million gross, \$1.2 million net. The cost to acquire 20 additional buses in 1989 at \$220,000/bus would be an additional \$4.4 million gross, \$1.2 million net. If purchased in the near future, these buses would be available to go into service in early 1990. Of these 20 buses, 16 will likely be used to expand Transit's express service between Meadowvale, the City Centre and then easterly to connect with the subway, with the remainder being used to improve service on existing routes.

If 1990's bus acquisition program is also expanded from 15-40 ft. equivalent buses as included in the Capital Forecast to 40-40 ft. equivalent buses (as recommended by the Transit Service Strategy), plans are to have 20 buses delivered by late summer for a service start date of September, 1990. The remaining 20 buses would be scheduled for delivery for the end of 1990, for a service start date in early 1991.

continued...../3

2467

COMMENTS: (Cont'd)

Based on discussions with Transit staff, the budgeted cost in 1990 for the second group of 40 buses should be \$250,000/unit, for a total cost of \$10 million gross, \$2.5 million net. This compares to the 1990 budget of \$3.9 million gross or \$1.1 million net in the existing 1989-98 Capital Forecast.

Transit's plans for the balance (1991-1998) of the 10 year period are to purchase 16-40 ft. equivalent buses per year from 1991 to 1997, and 17-40 ft. equivalent buses in 1998. This would leave the total number of 40 ft. equivalent buses to be purchased in the 10 year period (1989-98) unchanged from what is in the existing Capital Budget, that being 209-40 ft. equivalent buses. The timing, however, has been advanced.

Transit Terminals

The revised timing for the acquisition of buses also has implications for the timing of the construction of additional terminal space. By the end of 1989, Transit will have a total of 266-40 ft. equivalent buses. The R. E. Winter study indicates that "...the maximum capacity of the existing Central Parkway garage for bus storage is approximately 250 standard (40 foot) buses, with 200 in storage lanes, 36 in the turning bay and 14 in maintenance locations." Therefore, the existing Central Parkway garage will be beyond its maximum capacity when the existing 1989 order for 20 buses is received.

The expansion of the Central Parkway Terminal, budgeted in 1989 at a cost of \$8 million gross, \$2 million net, will add seven additional bus storage lanes, providing 400 ft. of bus storage per lane. This translates into additional storage facilities for 70-40 ft. buses. With the revised bus acquisition schedule of 40 buses per year for 1989 and 1990 that is proposed, 60 more 40 ft. buses would be added to the fleet over that period. By the end of 1990, Transit would have 326-40 ft. equivalent buses. Therefore, by the end of 1990, the expanded Central Parkway facility would again be beyond its maximum capacity of 320 buses.

continued...../4

2(c)

COMMENTS: (Cont'd)

In the 1989-98 Capital Budget, Phase 1 of Satellite Terminal #1 is recommended for 1993 at a budgeted cost of \$13.75 million gross, \$3.44 million net, excluding land. Phase 2 is recommended for 1998. The budget for the acquisition of land was approved in 1988 (PN 88-912) and provided for \$3.75 million gross, \$938,000 net, or approximately \$250,000/acre (gross) for the 15 acres required.

The schedule for Phase 1 of Satellite Terminal #1 that would be required to handle the revised bus acquisition plan is as follows:

- 1989 - Land Acquisition
- 1990 - Design
- 1991 - Construction
- 1992 - Occupancy

Scheduled timing for Phase 2 of the project would not be affected.

In addition to the consideration of project scheduling, additional information about costs of projects within the existing Capital Budget and Forecast has also been sought. This has been done to provide Council with a more complete picture of the overall Transit capital financing requirements. Further refinement is still required, and budget adjustments will need to be made as better information becomes available. A review of the costs for Phase 2 of the Major Maintenance Facility (1995) at the Central Parkway Terminal, and Phase 2 of Satellite Terminal #1 (1998) was not undertaken at this time, as the timing of these facilities is not affected by the revised bus acquisition schedule.

A review of the construction and land costs by Building Services and Realty Services respectively indicates that the cost of Phase 1 of Satellite Terminal #1 is presently estimated to be \$6.1 million gross, \$1.5 million net higher than originally budgeted.

The increase consists of an additional \$3.1 million gross, \$775,000 net for the construction of Phase 1 of the terminal and an additional \$3 million gross, \$750,000 net for the land, which has a current estimated market value of approximately \$450,000/acre in the Mavis/Britannia area.

continued...../5

2(d)

The Chairman and Members of
Operations and Works Committee

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June 13th, 1989

COMMENTS: (Cont'd)

In addition to these changes there are also additional costs anticipated for the Central Parkway expansion. Costs for this expansion are presently being finalized by the various consulting groups involved with this project. Initial indications are that \$1 million gross, \$250,000 net will have to be added to the existing budget of \$8 million gross, \$2 million net to cover the costs of the project.

This additional funding does not include the \$500,000 gross, \$125,000 net recently approved for the addition of the parking lot at the Central Parkway site.

Capital Financing Implications

Table 1 attached to this report identifies the capital financing requirements of the revised bus acquisition and terminal construction programs. Over the 10 year period, an additional \$1.73 million in net capital financing (compared to amounts provided in the approved 1989-98 Capital Budget and Forecast) is likely to be required. As can be seen in the table, however, the annual pattern of financing requirements for the revised ten year plan differs significantly from the approved Capital Budget with up to \$4.3 million in additional net funding being required in the early years of the period.

A review of Transit capital works-in-progress identifies funding that is available to offset these increased costs, however. Previously approved (1987) funding for the Central Parkway terminal, and unbudgeted subsidy receipts on the purchase of the Marshall Steel property yield about \$3.7 million net in available financing.

Table 1 incorporates the identified funding available from previously approved works-in-progress. As can be seen from the bottom portion of that table, this funding is more than adequate to offset the net additional funding requirements for the 20 additional buses proposed this year as well as over the 10 year period in total. A "cash flow" shortfall does remain, however, in the years 1990-92. This shortfall is primarily brought about by the need to advance the construction of Satellite Terminal #1.

/continued...../6

2(e)

COMMENTS: (Cont'd)

In light of these shortfalls, Transit staff have indicated that several operational alternatives may be available that would delay the need to construct (or reduce the cost of) the first satellite terminal. The details of these options are being further evaluated, and the necessary information should be made available in the 1990-99 Capital Budget submissions so that the City-wide implications to the capital financing plans can be determined. Given the significant costs involved, however, it may be necessary for Council to reconsider their priorities if viable alternatives to the full cost of the satellite terminal construction in 1991 cannot be identified.

Another concern that will need to be addressed in the next cycle of 10 year capital planning is the Province's recent budget which introduced the Development Charges Act relating to municipal lot levies. Rolling stock (including buses) may not be included in the calculation of municipal lot levies under that legislation. The full impact of this Act will be determined and alternatives reviewed and analyzed over the next few months. One implication, however, is that levy funding may not be available for the acquisition of transit buses in the future.

Current Budget Implications

The revised Transit plan also has implications for the Current Budget. At a gross operating cost of approximately \$150,000/bus/year and based on a forecast of farebox revenue and subsidy levels, the revised bus acquisition schedule will result in significant additions to the operating budget over and above those that would have resulted from the acquisition program approved within the 1989-98 Capital Budget and Forecast. Details of the estimated increases are provided on the following page.

As the total bus acquisitions over the 10 year period are the same under either case the overall annual operating costs are also expected to be the same by 1999.

Any operating cost implications of the advanced operation of Satellite Terminal #1 would impact in 1992 rather than 1994 or 1995, and be in addition to these amounts.

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MISSISSIPPI TRANSIT

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Comparison of the Operating Costs
for the Revised Bus Acquisition Schedule
vs. the Approved Bus Acquisition Schedule
in the 1989-98 Capital Budget and Forecast

		1989	1990	1991	1992	(Millions)		1995	1996	1997	1998	Total
		1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	Total
Estimated Net Operating Cost for the Revised Bus Acquisition Schedule	No Change		\$1.0	\$3.0	\$3.7	\$4.4	\$4.9	\$5.8	\$6.3	\$7.0	\$7.5	\$43.6
Estimated Net Operating Cost for the Approved Bus Acquisition Schedule	No Change		\$0.2	\$1.0	\$1.6	\$2.5	\$3.4	\$4.5	\$5.4	\$6.4	\$7.3	\$32.3
Estimated Net Increase in Operating Costs	No Change		\$0.8	\$2.0	\$2.1	\$1.9	\$1.5	\$1.3	\$0.9	\$0.6	\$0.2	\$11.3

% Increase in Mill Rate Required
to Fund the Estimated Net Increase
(A 1% increase yields approx. \$990,000.
No provision has been made for future
assessment growth.)

0.81% 2.02% 2.12% 1.92% 1.52% 1.31% 0.91% 0.61% 0.20% 11.41%

Please note that these increases do not include any Current Budget impact
for Capital financing adjustments.

June 13th, 1989

2(g)

COMMENTS: (Cont'd)

To assist the City in dealing with these significant cost increases, Transit staff have been holding discussions with the Province to determine if additional operating assistance could be obtained. As yet, no final commitments have been made.

CONCLUSION:

As noted in previous sections of this report, the proposed alteration to the City's bus acquisition schedule and revisions to other Transit costs have significant impact upon both the City's current and capital budgets. From the capital perspective, the determination of viable and less costly alternatives to the early construction of Satellite Terminal #1 is a critical factor if the City is to be able to fund the revised Transit capital requirements without major reconsideration of priorities in the first few years of the City's approved 10 year capital plan. These alternatives cannot be finalized at this time, but should be available for consideration with the 1990-99 Capital Budget deliberations. Given the magnitude of the dollars involved, and the extent of uncertainties regarding transit terminal alternatives, it is concluded that the additional 20 buses requested in 1989 can be recommended at this time. Bus acquisitions and transit terminal construction in 1990 and beyond should, however, be reconsidered as part of the 1990-99 Capital Budget deliberations when more complete information is available.

As noted earlier in the report, the additional 20 buses are required for service improvements in early 1990. Buses must, therefore, be delivered to the City by the end of January, 1990 for these improvements to take place. It is necessary for the order for the 20 buses to be placed immediately if this delivery requirement is to be met.

Earlier in 1989, the City awarded a tender for 20 buses to Ontario Bus Industries Inc. who was the low bidder on Tender TMT-21-1988. Ontario Bus Industries have agreed to hold the prices from that tender, for a second order of 20 buses. Based upon receipt of that order, delivery can be completed by January 1990.

continued...../9

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CONCLUSIONS: (Cont'd) As the low bidder from the recent tender has agreed to hold the prices for this order, it is recommended that the requirement for a request for tenders under the City's purchasing and tendering by-law be waived, and that a purchase order be issued to Ontario Bus Industries Inc.

RECOMMENDATION:

- a) That the budget for P.N. #88-946 Land Acquisition-Marshall Steel Property be revised as follows:

	Existing Budget	Revised Budget
Gross Cost	\$6,000,000	\$6,011,000
Recovery/Subsidy	0	2,954,000
Net City Cost	\$6,000,000	\$3,057,000

- b) That \$2,943,000 be reallocated to the unallocated balance of the Capital Reserve Fund from P.N. #88-946 Land Acquisition-Marshall Steel Property and the necessary by-law be enacted.

- c) That the budget for P.N. #89-913 Bus Acquisitions be revised as follows:

	Existing Budget	Revised Budget
Gross Cost	\$4,400,000	\$8,800,000
Recovery/Subsidy	3,231,000	6,462,000
Net City Cost	\$1,169,000	\$2,338,000

- d) That \$1,169,000 be allocated from the unallocated balance of the Capital Reserve Fund to P.N. #89-913 Bus Acquisitions and that the necessary by-law be enacted.

- e) That the request for tender requirement under the purchasing and tendering by-law be waived for the purchase of 20 forty foot buses.

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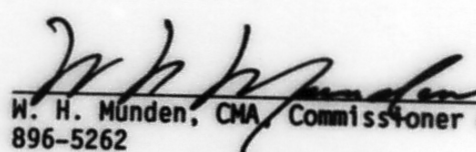
The Chairman and Members of
Operations and Works Committee

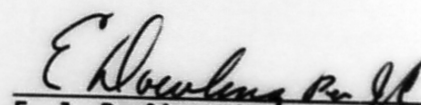
- 10 -

June 13th, 1989

2(i)

RECOMMENDATIONS:(Cont'd) f) That a purchase order be issued to Ontario Bus Industries Inc. for the purchase of 20 buses at a price of \$178,437 per unit for a total cost of \$3,854,239.


W. H. Munden, CMA, Commissioner of Finance & Treasurer
896-5262


E. J. Dowling, General Manager, Mississauga Transit
279-5900

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MM/rr:

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Table 1

**MISSISSIPPI TRANSIT - Summary of
Capital Financing Implications
for the Revised Bus Acquisition
and Terminal Construction Programs.**

	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	Total
BUES(40 ft. equivalents)											
-Revised Schedule	40	40	16	16	16	16	16	16	16	17	209
-1989-98 Capital Budget	20	15	15	18	21	21	24	24	24	27	209
Difference(# of buses)	20	25	1	-2	-5	-5	-8	-8	-8	-10	0
CHANGE in Net Cash Flow from 1989-98 Cap. Budy.* (Millions)	\$1.20	\$1.70	\$0.07	(\$0.14)	(\$0.34)	(\$0.34)	(\$0.54)	(\$0.54)	(\$0.54)	(\$0.68)	(\$0.16)

*For 1989, buses were costed at \$220,000/bus gross, \$60,000/bus net.
For 1990-98, a cost of \$250,000/bus gross, \$68,000/bus net was recommended by Transit.

SPILLIE TERMINAL #1											
	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	Total
-Revised Schedule and Net Costs (Millions)											
-Land	\$0.75										\$0.75
-Building			\$4.20								\$4.20
Revised Total (Millions)	\$0.75	\$0.00	\$4.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4.95
-Approved Cap. Budy.											
-Land**											\$0.00
-Buildings					\$3.44						\$3.44
-CHANGE in Net Cash Flow from the 89-98 Cap. Budy. (Millions)	\$0.75	\$0.00	\$4.20	\$0.00	(\$3.44)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1.51

**The budget for the acquisition of land was approved in 1988 (BN 88-912) and provided \$3.75 million gross, \$938,000 net, or \$250,000/acre (gross) for the 15 acres required.

2(h)

CENTRAL HIGHWAY EXPANSION

	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	Total
-Revised Net Costs (Millions)											\$2.26
-Buildings	\$2.26										\$2.26
-Parking Lot	\$0.13										\$0.13
Total Revised Costs	\$2.39	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.39
-Approved 89-98 Cap. Bdy.											\$2.01
-Buildings	\$2.01										\$2.01
-Parking Lot	\$0.00										\$0.00
-CHANGE in Net Cash Flow from the 89-98 Cap. Bdy. (Millions)	\$0.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.38
 TOTAL CHANGE in Net Cash Flow (Millions)	 \$2.33	 \$1.70	 \$4.27	 (\$0.14)	 (\$3.78)	 (\$0.34)	 (\$0.54)	 (\$0.54)	 (\$0.54)	 (\$0.68)	 \$1.73

CASH FLOW IMPLICATIONS UTILIZING POTENTIAL FINANCING SOURCES OF \$3.7 MILLION

	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998
Potential Financing Sources from Capital Projects***	\$3.70	\$1.37	(\$0.33)	(\$4.60)	(\$4.46)	(\$0.68)	(\$0.34)	\$0.20	\$0.74	\$1.28
Total Change in Net Cash Flow Requirements	\$2.33	\$1.70	\$4.27	(\$0.14)	(\$3.78)	(\$0.34)	(\$0.54)	(\$0.54)	(\$0.54)	(\$0.68)
	\$1.37	(\$0.33)	(\$4.60)	(\$4.46)	(\$0.68)	(\$0.34)	\$0.20	\$0.74	\$1.28	\$1.96

***Potential financing sources from Capital Projects consists of the unbudgeted Marshall Steel subsidy of approx. \$3.0 million plus the previously approved Central Railway (1987) project of \$0.7 million, for a total of \$3.7 million.



OPERATIONS/WORKS JUN 21 1989

Received by
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JUN 16 1989

Clerk's Files

F.06.01

Originator's
Files

11 141 00045
13 211 00028

DATE: June 8, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Access to Burnhamthorpe Road East for the Central Parkway Mall.

ORIGIN: Council Meeting of May 9, 1988. Report Request No. 167-88.

BACKGROUND: The Public Works Department had prepared a report to the Operations and Works Committee recommending that a right-in/right-out access to Burnhamthorpe Road East be permitted to Central Parkway Mall subject to a 50/50 cost sharing between the City and the owners of the Central Parkway Mall. This recommendation was adopted by the Operations and Works Committee at the meeting of April 27, 1988.

Subsequent to this, Council at its meeting of May 9, 1988 considered this recommendation of the Operations and Works Committee and the recommendation was not approved. Council at this meeting directed staff of the Public Works Department to review the movement of traffic to and from this plaza.

COMMENTS:

The existing mall was developed in mid 1970's with full access to Meadows Boulevard on the north, Central Parkway on the west and a right-in only access from Burnhamthorpe Road. The site plan is attached to this report.

With regard to the operation of the access points, Public Works staff have observed periodic minor congestion at the Central Parkway Boulevard access, however, it is felt that the access is operating in a satisfactory manner. A review of the accident statistics indicates no problems with respect to accident incidents.

.../2

3(a)

As indicated in the previous reports from the Public Works Department, there is merit in a joint City/Mall owner project to undertake construction of a right-in/right-out access controlled by a centre median island on Burnhamthorpe Road.

This right-in/right-out access is shown on Figure 2. From the City's standpoint the existing jog in Burnhamthorpe Road at the intersection of Central Parkway Boulevard would be reduced, and from the mall owner's standpoint access to the west would be improved. Access from the west would still require the use of the Central Parkway East/Burnhamthorpe Road intersection. The Public Works Department has not identified a concern in this regard.

The Public Works Department concurs that there would be a reduction in traffic at the Central Parkway Boulevard access as well as reduced weaving on Central Parkway itself if the right-out movement is permitted.

With respect to the existing right-in access from Burnhamthorpe Road, it has always been intended that this access would be temporary until such time as a Light Rail Transit System or other Transit system is constructed on Burnhamthorpe Road. At this time there are no plans for the construction of such a facility and therefore, the right-in access is not in imminent jeopardy. The Public Works Department would point out that the agreement between the City and the mall owners for acquisition of the 12 metres (40 feet) widening on the north side of Burnhamthorpe Road did make reference to a right-in/right-out access to Burnhamthorpe Road in the location of the existing right-in access.

CONCLUSION:

The Public Works Department has reviewed the operation of the access points and has observed periodic minor congestion at the Central Parkway Boulevard access, however, it is felt that the access is operating in a satisfactory manner.

The Public Works Department sees merit in a 50/50 cost sharing arrangement with the Central Parkway Mall owners for the construction of a right-in/right-out access to Burnhamthorpe Road, as previously indicated in reports from the Commissioner dated October 20, 1987 and March 30, 1988. The gross estimated cost of this work is \$90,000. The \$45,000 in funding required for the City's share of the work should be allocated from the 1989 Capital Contingency Fund.

367

Chairman and Members of the
Operations and Works Committee

- 3 -

June 8, 1989.

- RECOMMENDATION:
- (a) That a right-in/right-out access to Burnhamthorpe Road be permitted at the east end of Central Parkway Mall, subject to a 50/50 cost sharing between the City and the Central Parkway Mall owners.
 - (b) That this work be undertaken as part of the 1989 Intersection Improvement Program with additional funding in the amount of \$45,000 to be allocated from the 1989 Capital Budget Contingency Fund.
 - (c) That the budget for the 1989 Intersection Improvement Program be revised to reflect the cost of construction of a right-in/right-out access to Burnhamthorpe Road from Central Parkway Mall:

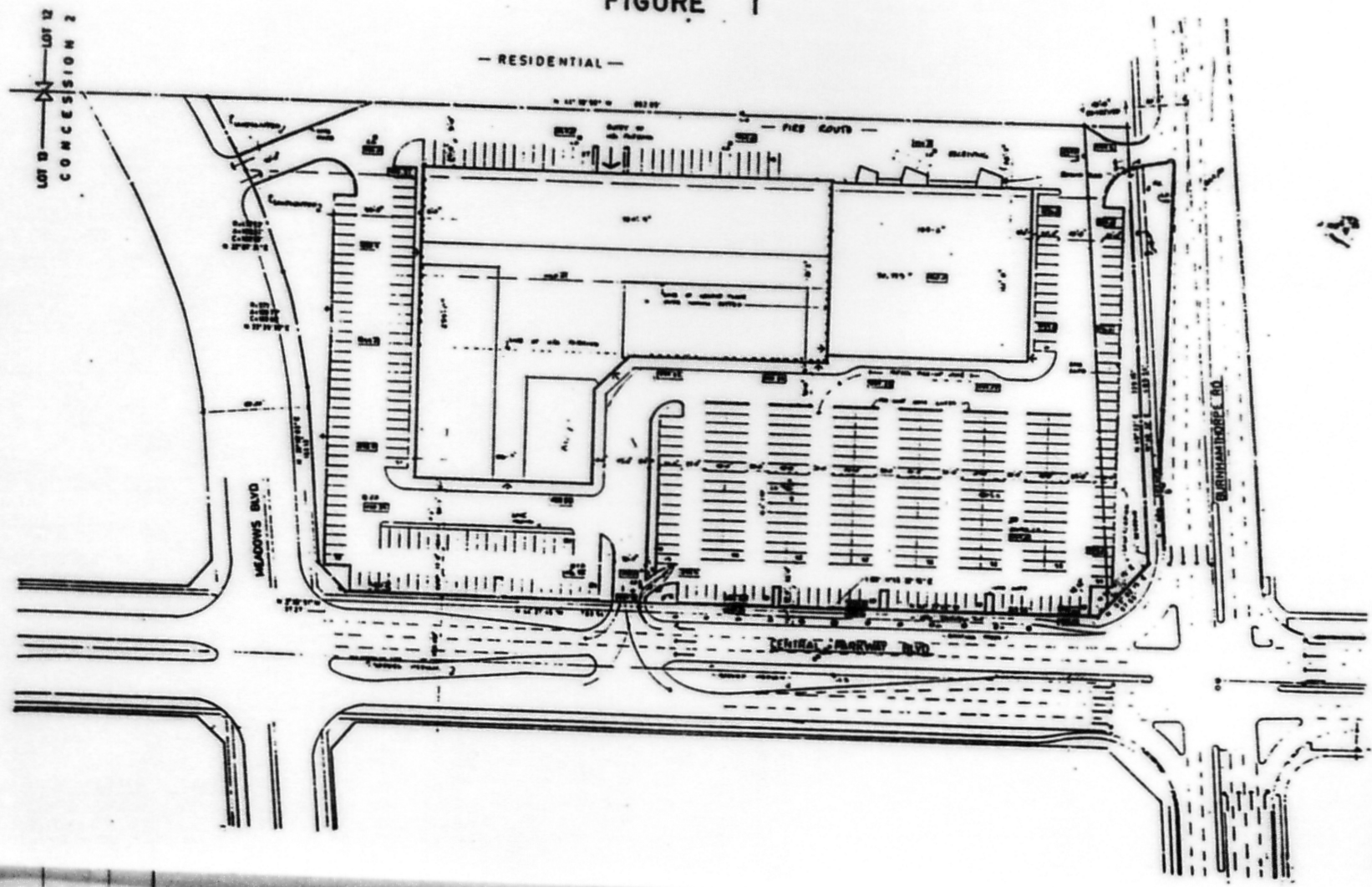
From:	
Gross Cost	\$500,000
M.T.O. Subsidy	<u>\$100,000</u>
Net City Cost	<u>\$400,000</u>

To:	
Gross Cost	\$590,000
M.T.O. Subsidy	\$100,000
Contribution	<u>\$ 45,000</u>
Net City Cost	<u>\$445,000</u>

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

MP/367
0594E

CENTRAL PARKWAY MALL
EXISTING SITE PLAN
FIGURE 1



3022

CENTRAL PARKWAY
MALL

20
(19)

BURNHAMTHORPE RD.

PROPOSED RIGHT-IN/RIGHT-OUT ACCESS

BURNHAMTHORPE ROAD

FIGURE 2



CENTRAL PARKWAY
BLVD.



Corporate Report

Received by
Clerk's Dept.

JUN 16 1989

Clerk's Files

L.O. 06

Originator's
Files

11 141 89045

OPERATIONS/WORKS

JUN 21 1989

DATE: June 14, 1989
TO: CHAIRMAN AND MEMBERS OF THE OPERATIONS AND WORKS COMMITTEE
FROM: William P. Taylor, P. Eng. Commissioner,
Public Works Department
SUBJECT: Temporary Sales Office Trailers

ORIGIN: Public Works Department

COMMENTS:

The Standard Policy and Procedure for Temporary Sales Trailers is attached for your ready reference. Recently there has been concern raised that trailers remain on site after the subdivision has been completely sold out and also it is difficult to have the trailer removed from the site unless the Builder co-operates.

The time period for which it is reasonable that a sales trailer be permitted varies with the economy. In good times the Builder sells out fast and in bad times the trailer could be there for an extended period.

We have reviewed the Standard Policy and would suggest the following amendments:

1. The maximum period of approval should be changed from one year to six months and if an extended period is required a new Application would be required.
2. Permission to Enter by the City from the Owner of the lands should be required as a condition of approval in order that the City may enter upon the lands to remove the trailer if it remains on site beyond the approved period or if the conditions of approval are not being adhered to.
3. Cash or Letter of Credit in the amount of \$25,000.00 will be required for each trailer approval.

H(a)

Chairman and Members of the
Operations and Works Committee - 2 -

CONCLUSION:

It would be appropriate to amend the Policy and Procedures for the Placement of Temporary Sales Office Trailers in accordance with the foregoing comments.

RECOMMENDATION:

That the Letter of Credit be used for compliance with conditions of approval including the removal of the trailer after six months and that the existing Policy and Procedures for the Placement of Temporary Sales Office Trailers be amended in accordance with the report of the Commissioner of Public Works dated June 14, 1989.

William P. Taylor

William P. Taylor, P. Eng.
Commissioner
Public Works

Attach.

AEM:dbw
0550E/270E

Memorandum



4/6/1

City of Mississauga
Public Works Department
By-law Enforcement section

**PROCEDURES FOR THE PLACEMENT OF
TEMPORARY SALES OFFICE TRAILERS**

The applicant shall submit a letter on company letterhead to the Supervisor of By-law Enforcement:

- 1) requesting approval to locate a temporary sales office trailer as depicted on submitted site plans.
- 2) ~~requesting approval to locate a temporary sales office trailer as depicted on submitted site plans.~~
- 3) providing the number of the **REGISTERED PLAN OF SUBDIVISION**.
- 4) advising that the applicant is conversant with the Public Works Department's "standard policies for temporary sales office trailers", and agrees to abide by them.

THREE COPIES of **SITE PLAN** and **KEY MAP** are to be submitted with the letter showing **SET-BACKS** to the trailer, parking spaces, access and egress etc.

Access roads and parking areas are to be constructed of a minimum of 6" granular material. Curb cuts, and deposits may be required.

OFF-SITE LOCATION OF TRAILER

The sales office trailer, should be located no more than 1/4 mile away from the property being developed.

REGIONAL ROADS

Locating a trailer site adjacent to a regional road will require a letter of approval from the Region of Peel to be submitted with the application to the City.

PERMISSION FROM LAND OWNER

Should you be locating the trailer on lands not owned by your company, written approval from the land owner must accompany your application.

PAVILIONS

Pavilions, or trailers with structural additions will require special approval, proper plans, inspections and certifications. Enquire with the By-law Enforcement section.

continued.....2/

HWA Memorandum



- 2 -

STANDARD POLICY FOR TEMPORARY SALES OFFICE TRAILERS

The Commissioner of Public Works has been delegated authority by Council to approve the location of temporary sales office trailers subject to the satisfaction of the Ward Councillor, and to see that the following standard policy is in compliance:

1. The unit is to be located on the property under development, or immediately adjacent thereto.
2. The unit is to be installed with due regard to safety and comfort for those working there and to the general public, including:
 - a) One exit for every 250 sq.ft. of floor area.
 - b) Sanitary facilities to be provided in the unit, or nearby.
 - c) A suitable fire extinguisher is to be mounted in plain view inside the main entrance.
 - d) Handrails to be mounted on entrance steps with more than two risers.
 - e) The parking area and grounds around the trailer are to be kept clear of debris and construction materials and equipment.
 - f) Electrical wiring to be approved by Hydro.
 - g) Any signs on the trailer lot are to be safe and structurally sound to resist wind, and to be no larger than 100 sq.ft.
 - h) No flags, inflatable signs, banners or pennants are to be used.
 - i) Floodlights are to be extinguished each day by 11.00 p.m. (time switch is necessary).

An Officer will inspect the unit for compliance. Any non-compliance may result in an order to remove.



Corporate Report

Received by
Clerk's Dept. JUN 16 1989

Clerk's Files L.04.01

Originator GR-89-02-01
Files

11 141 89045

OPERATIONS/WORKS JUN 21 1989

DATE: June 9, 1989
TO: CHAIRMAN AND MEMBERS OF THE OPERATIONS AND WORKS COMMITTEE
FROM: William P. Taylor, P.Eng., Commissioner, Public Works Department.
SUBJECT: Approval of Pantanet Fencing for enclosure of privately owned outdoor swimming pools pursuant to By-law 202-76 as amended.

ORIGIN: Public Works Department

COMMENTS: During 1987 Bekaert Steel and Wire Corporation approached staff to have their product Pantanet Fencing approved as an acceptable fencing for use to enclose privately owned outdoor swimming pools. We did not approve the use at that time as it did not meet the mesh specifications of the By-law which states that the mesh shall not be greater than 1-1/2 in. (38 mm). Discussions took place around Section 7 (e) of By-law 202-76 which states as follows:

"A fence (or its equivalent) of any other construction which might yield an equivalent or greater degree of safety to that specified in subsections (b), (c) and (d) of this section may be approved by the authority having jurisdiction upon the receipt of complete plans and specifications for such fence."

We were concerned primarily about two aspects; 1) durability of fence and 2) the climbability of fence. To attempt to alleviate our concerns Bekaert Steel engaged the Centre for Occupational Health and Safety of the University of Waterloo to evaluate the general safety and climbability of their product. This report was forwarded to us in March 1989.

In summary, the report concludes that the Pantanet Fencing is equivalent to, if not better than, chain link fence with respect to climbability. We concur with this conclusion and also feel that the quality of the product as far as durability is concerned is satisfactory.

510

Chairman and Members of the
Operations and Works Committee

- 2 -

June 9, 1989

COMMENTS - cont'd.

We do, however, have one concern and that is the area of the fence at the support points or at the corners and we feel that the diagonal support posts used in these locations to provide the stability would be easy to climb. In discussing this item with Bekaert Steel they have agreed that the diagonal support posts will be protected by an extra section of fence in order that the supports will be covered. With this modification we feel that the fence is acceptable.

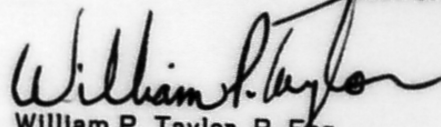
CONCLUSION:

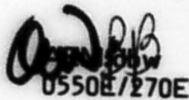
It is concluded that Pantanet Fencing would yield an equivalent degree of safety as specified in By-Law 202-76, Section 7, Subsections (b), (c) and (d) except in an area where diagonal support posts are used to reinforce the fence in key locations.

It is further concluded that the only suitable protection for diagonal support posts would be 1-1/2 in. mesh wire.

RECOMMENDATION:

That Pantanet Fencing be recognized as a suitable fencing for swimming pool enclosures as required by By-law 202-76 as amended, provided that the diagonal support posts used to reinforce the fence posts are protected by 1-1/2 in. mesh wire.


William P. Taylor, P. Eng.
Commissioner
Public Works


0550E/270E



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Pantanet[®] - as green as Nature itself

Of course, you want your fence to do its job. Of course, you want it to look good, too. With Pantanet[®], modern design and quality come in one package.

The welded netting is galvanized, then coated with dark green plastic, so your doubly corrosion-proof fence will last and last. Come rain or shine, it will not budge and require no upkeep at all. No need to mend your fences!

Your Pantanet[®] installer:

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- welded netting features double selvedge wire at the top and bottom of the fence. Toprails are a thing of the past.
- the welded mesh is crimped for easy installation
- the vertical wires are made from hard steel wire and welded for a no-sag fence

Pantanet®



- Pantanet® is easy to install by professionals and do-it-yourselfers alike
- the netting comes in 80 foot (25 m) shrinkpacked rolls, ranging from 24 inches to 80 inches in height
- Pantanet® includes the necessary spiral binding and tie wire to complete the installation of the fence



- Pantanet® is a complete fencing system. With the netting, we offer a full range of posts, gates and other accessories of the same top quality and in the same dark green color for a lasting, elegant result

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Corporate Report

Received by JUN 06 1989
Clerk's Dept.

Clerk's Files M-660

Originator's
Files M-660
11-141-00045

OPERATIONS/WORKS

JUN 21 1989

DATE: May 23, 1989

TO: The Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Assumption of the municipal works for Ashley Developments Limited, Registered Plan 43M-660, located north of Burnhamthorpe Road West and west of Mavis Road (sketch attached).

ORIGIN: Servicing Agreement between Ashley Developments Limited, (920 Dundas Street East, Mississauga, Ontario L4Y 2B8), the City of Mississauga and the Regional Municipality of Peel dated February 5, 1986.

COMMENTS: The subject development consists of forty-two (42) residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$49,483.85 should be released to the developer, Ashley Developments Limited.

CONCLUSION: It is concluded that, since the developer has complied with all of the requirements of the Servicing Agreement, the City should assume the municipal works and release all the remaining securities for the subdivision.

RECOMMENDATION: That the City of Mississauga:

a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Ashley Developments Limited, Registered Plan 43M-660, located north of Burnhamthorpe Road West and west of Mavis Road,

...../cont'd

May 23, 1989

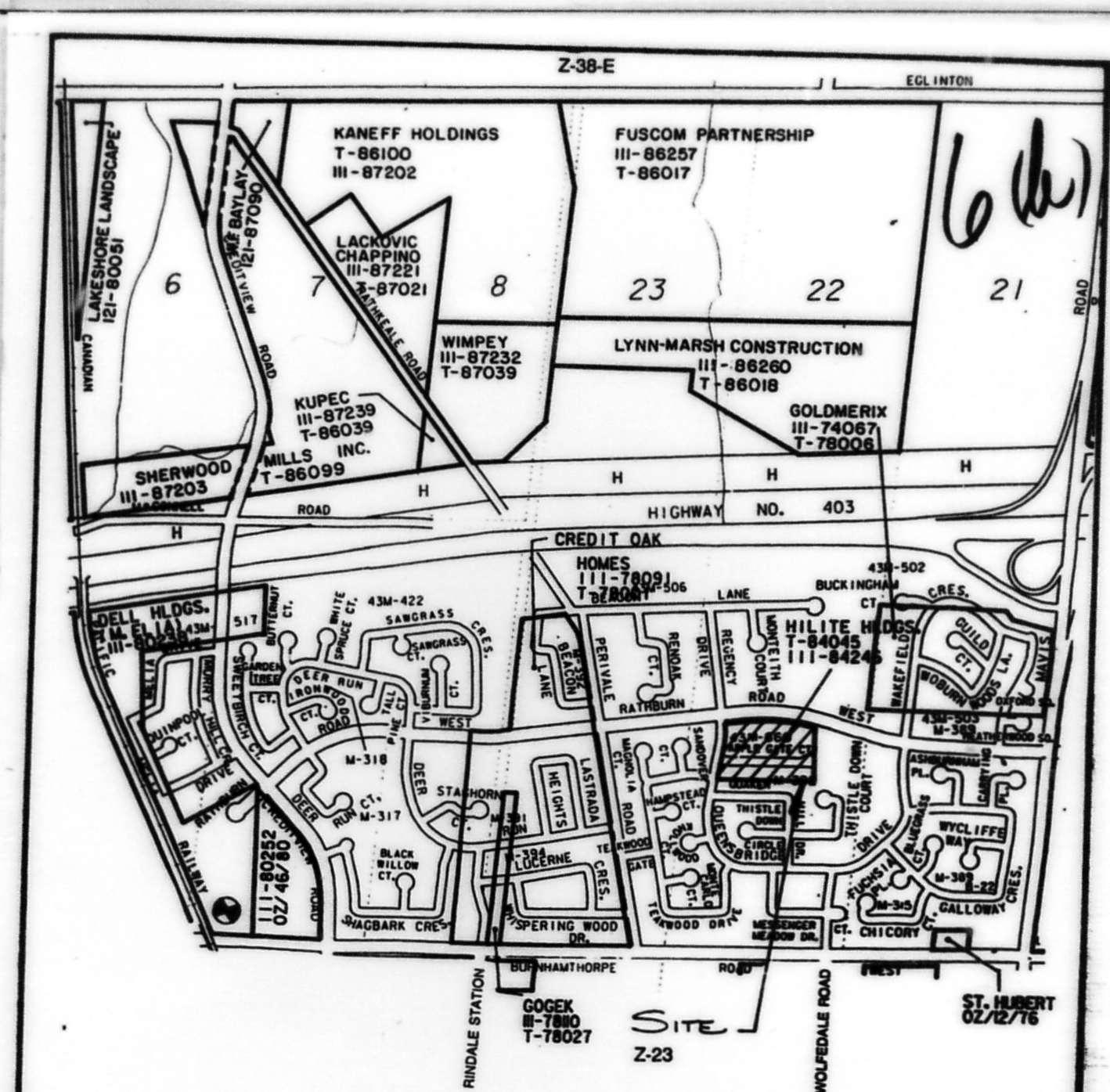
W.P.
RECOMMENDATION:
(cont'd)

- b) return the Letter of Credit securing the Servicing Agreement for Registered Plan 43M-660 (currently valued at \$49,483.85) to the developer, Ashley Developments Limited,
- c) enact a by-law establishing the road allowances within Registered Plan 43M-660 as public highway and part of the municipal system of the City of Mississauga.

William Taylor
W. P. Taylor, P. Eng.
Commissioner
Public Works Department

al
DW/ap
0389E/223E

al
Enclosure



MIDDESEX
Public Works

DEVELOPMENT ENGINEERING

ASSUMPTION OF MUNICIPAL
WORKS FOR REG. PLAN
= 43M-6600



OPERATIONS/WORKS JUN 21 1989

Received by
Clerk's Dept. JUN 06 1989

Clerk's Files M-639
M-640

Originator's
Files M-639/M-640
11-141-00045

DATE: May 31, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Assumption of the municipal works for Erin Mills Neighbourhood 503b, Registered Plans 43M-639 and 43M-640, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard (sketch attached).

ORIGIN: The Servicing Agreement between the Erin Mills Development Corporation Limited, (7501 Keele Street, Suite 100, Concord, Ontario L4K 1Y2), the City of Mississauga and the Regional Municipality of Peel dated October 25, 1984.

COMMENTS: The subject development consists of four hundred and fifty-one (451) residential lots. As far as the Public Works Department is concerned, the developer has complied with all requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plans. The remaining securities in the amount of \$760,653.71 should be released to the developer, the Erin Mills Development Corporation.

CONCLUSION: It is concluded that, since the developer has complied with all requirements of the Servicing Agreement, the City should assume the municipal works and release the remaining securities for the subdivision.

...../cont'd

May 31, 1989

7(a)

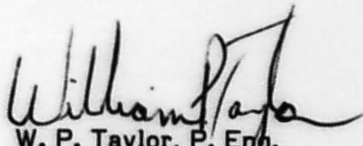
RECOMMENDATION:

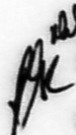
That the City of Mississauga:

a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Erin Mills Neighbourhood 503b, Registered Plans 43M-639 and 43M-640, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard,

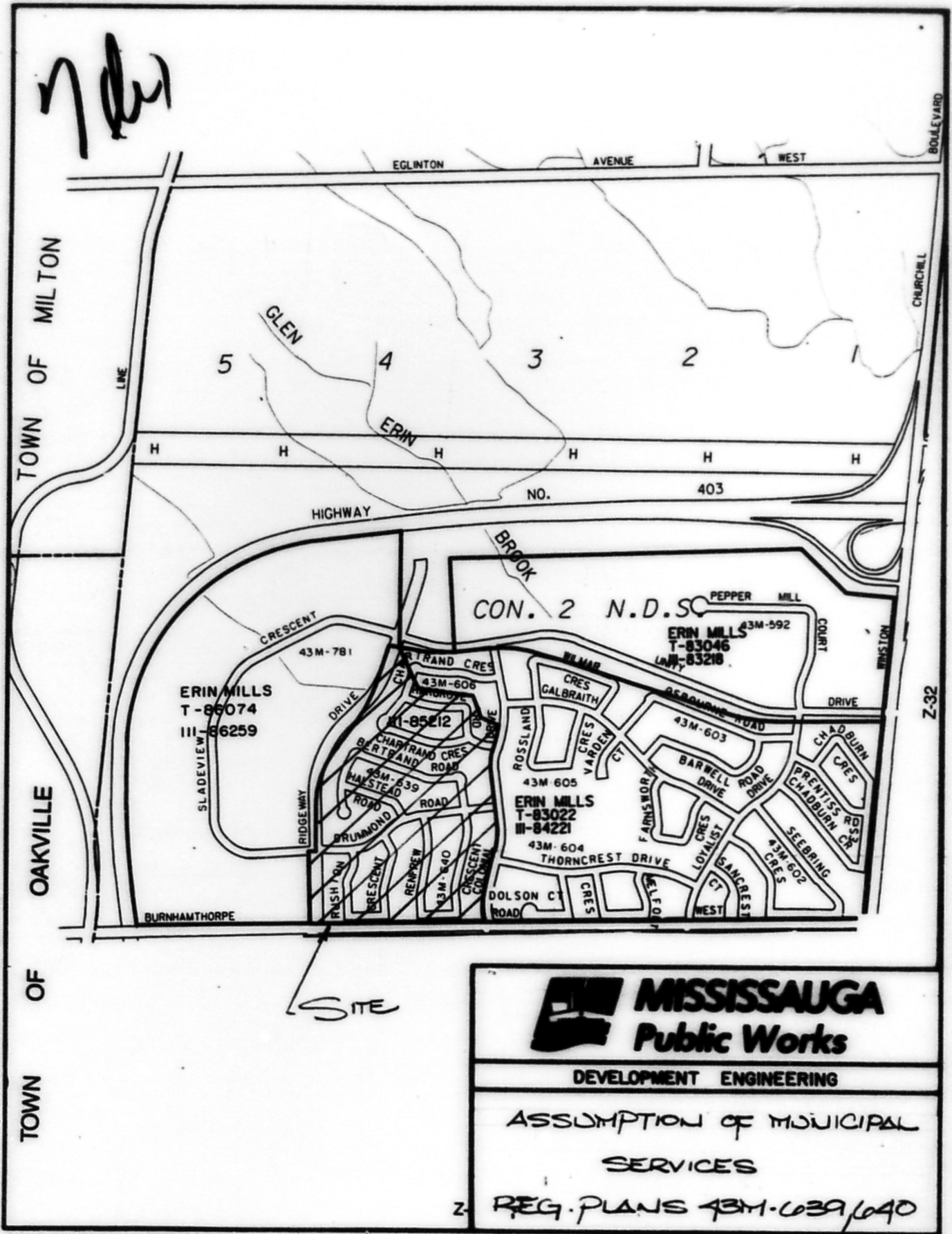
b) return the Letter of Credit securing the Servicing Agreement for Registered Plans 43M-639 and 43M-640 (currently valued at \$760,653.71) to the developer, the Erin Mills Development Corporation,

enact a by-law establishing the road allowance within Registered Plans 43M-639 and 43M-640 as public highway and part of the municipal system of the City of Mississauga.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

 DW/ap
0389E/223E
Enclosure

7/21





Corporate Report

Received by
Clerk's Dept. JUN 14 1989

Clerk's Files M-0780

Originator's
Files M-780
11-141-00045

OPERATIONS/WORKS JUN 21 1989

DATE: June 7, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Waiving of Building Department Condition 4 of Schedule 'C' of the Servicing Agreement with respect to Lot 13, Plan 43M-780, Creditview Estate Homes Limited, Rivergrove Subdivision, Phase V, located south of Britannia Road West and west of Creditview Road.

ORIGIN: Request from Laurier Homes, on behalf of Creditview Estate Homes Limited, the developer of Rivergrove Subdivision, Phase V, located south of Britannia Road West and west of Creditview Road.

COMMENTS: Under the terms of the Building Department Condition 4 of Schedule 'C' of the Servicing Agreement, the developer, Creditview Estate Homes Limited, (1 Saleshurst Road, Suite 300, North York, Ontario M2J 5B2), agreed that a minimum setback of 6.5 m for all buildings and structures, and a minimum setback of 21.5 m for principal structures is required from the top-of-bank of the Credit River of Lot 13, located adjacent to the Credit River.

The two-storey, single-family dwelling proposed for Lot 13 has been designed to provide a setback of 12.5 m from the greenbelt zone. The developer has stated that due to the configuration of the lot, the dwelling has been sited as far forward on the lot as possible without encroaching into the required side yard setbacks. As a result, a position of the rear yard of the dwelling encroaches into the required setback by approximately 2.5 m.

The Committee of Adjustment has reviewed this request and has granted a variance in setback as requested subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

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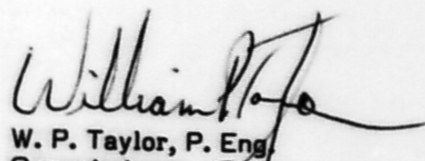
June 7, 1989

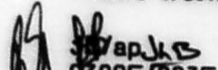
CONCLUSION:

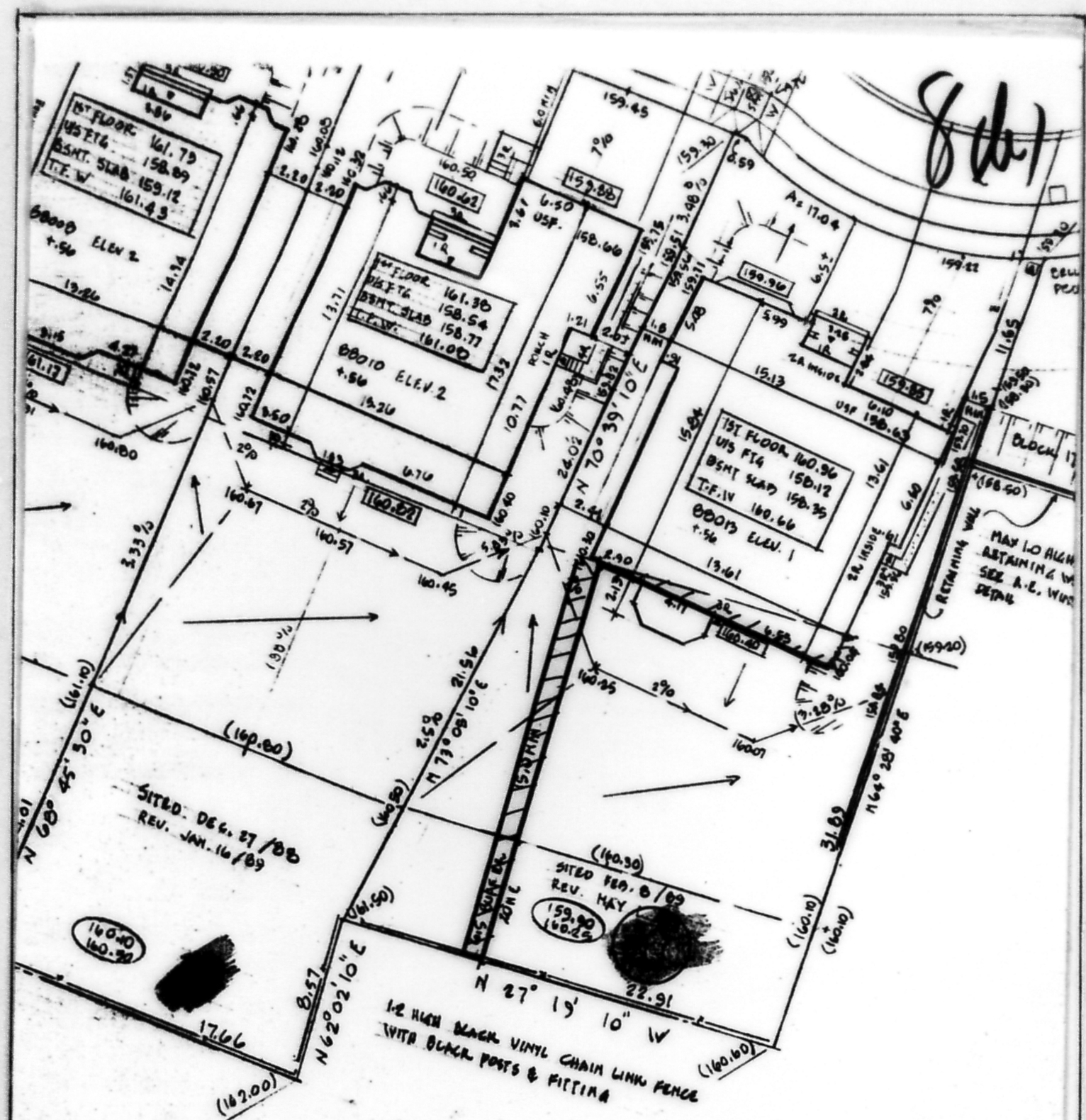
The Committee of Adjustment has reviewed the request and found that the general intent and purpose of the Zoning By-law and the Official Plan will be maintained. The Committee was of the opinion that the variance in setback to the greenbelt zone is minor in nature in this instance.

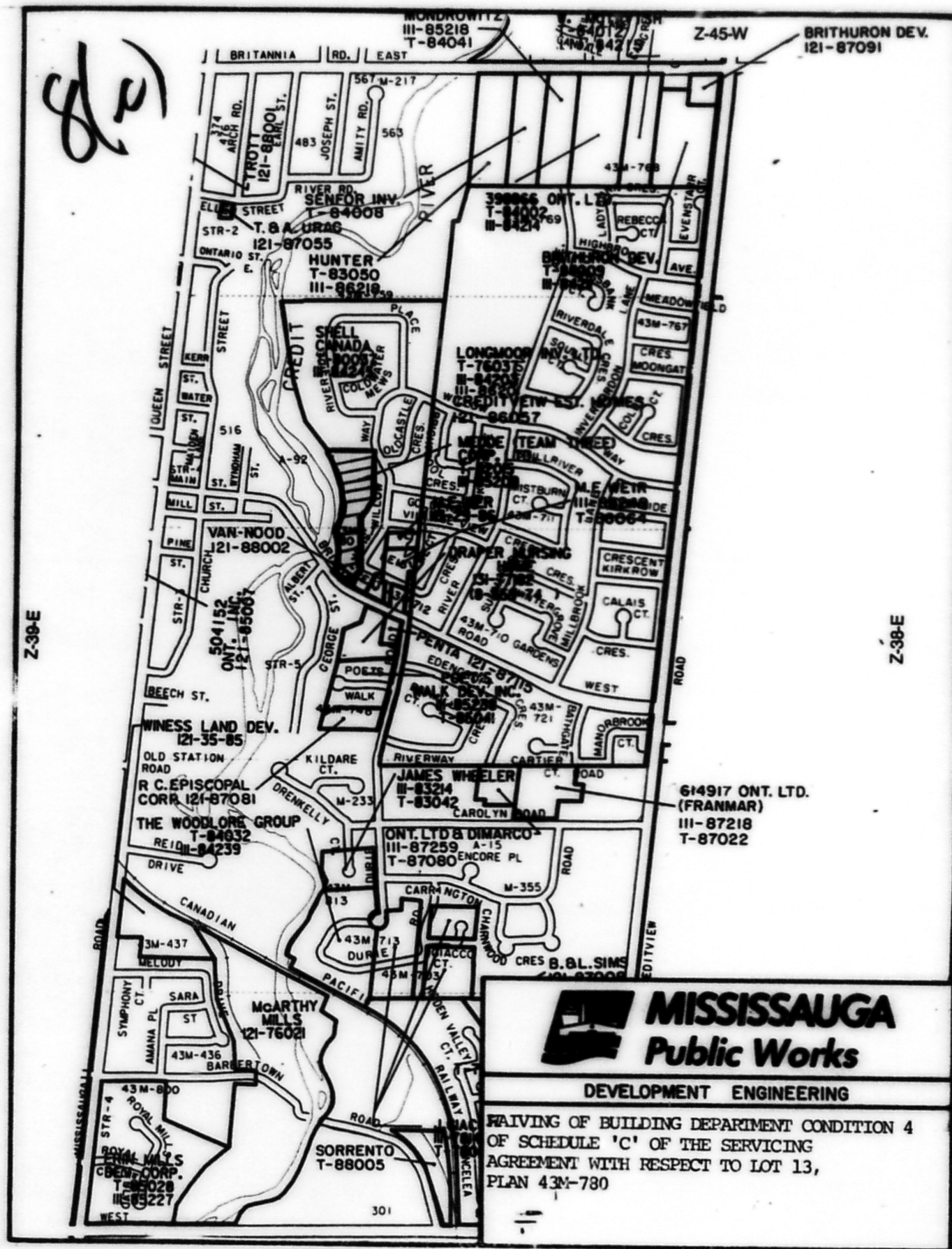
RECOMMENDATIONS:

That the Building Department Condition 4 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited, Rivergrove Subdivision, Phase V, Plan 43M-780, located south of Britannia Road West and west of Creditview Road be waived with respect to Lot 13, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department


J. P. J. S.
0389E/223E
Enclosure







Corporate Report

Received by
Clerk's Dept.

JUN 14 1989

Clerk's Files

M-0759

Originator's
Files

M-759
14-141-00045

OPERATIONS/WORKS

JUN 21 1989

DATE: June 7, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Waiving of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement with respect to Lot 105, Plan 43M-759, Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, south of Britannia Road West and west of Creditview Road.

ORIGIN: Request from Laurier Homes, on behalf of Creditview Estate Homes Limited, the developer of Rivergrove Subdivision, Phase IV, located south of Britannia Road West and west of Creditview Road.

COMMENTS: Under the terms of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement, the developer, Creditview Estate Homes Limited, (1 Saleshurst Road, Suite 300, North York, Ontario M2J 5B2), agreed that a minimum setback of 15.0 m for all buildings and structures, and a minimum setback of 30.0 m for principal structures is required from the approved top-of-bank of the Credit River for Lot 105, located adjacent to the Credit River.

The two-storey, single-family dwelling proposed for Lot 105 has been designed to provide a setback of 12.4 m± from the greenbelt zone. The developer has stated that due to the configuration of the lot, the dwelling has been sited as far forward as possible, however, one corner of the dwelling encroaches into the required 15.0 m setback by approximately 2.6 m.

The Committee of Adjustment has reviewed this request and has granted a variance in setback as requested subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

...../cont'd

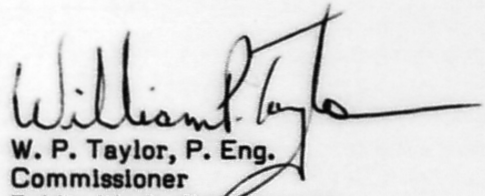
June 7, 1989

CONCLUSION:

The Committee of Adjustment has reviewed the request and found that the general intent and purpose of the Zoning By-law and the Official Plan will be maintained. The Committee was of the opinion that the variance in setback to the greenbelt zone is minor in nature in this instance.

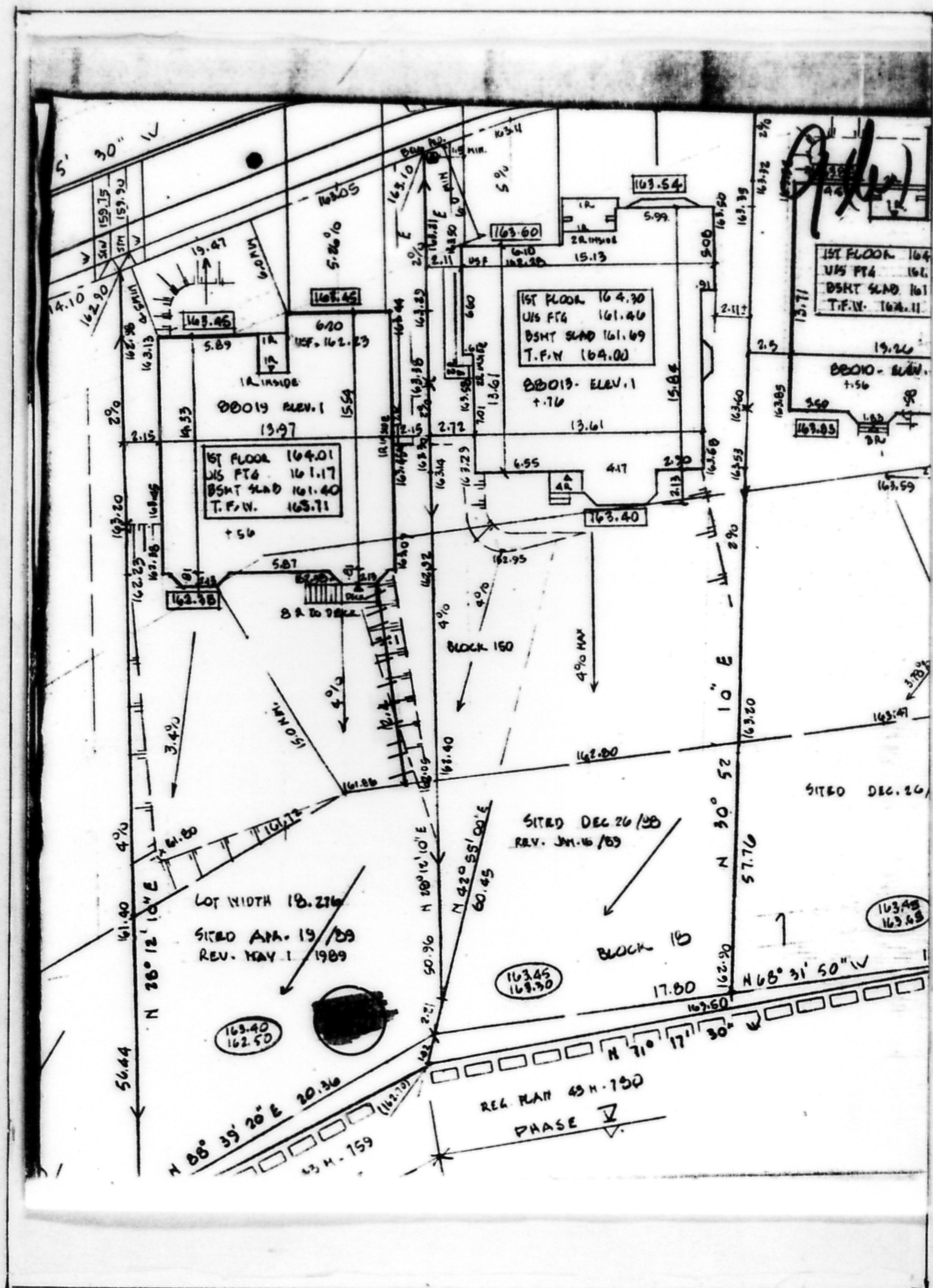
RECOMMENDATIONS:

That Building Department Condition 5 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, Plan 43M-759, located south of Britannia Road West and west of Creditview Road, be waived with respect to Lot 105, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

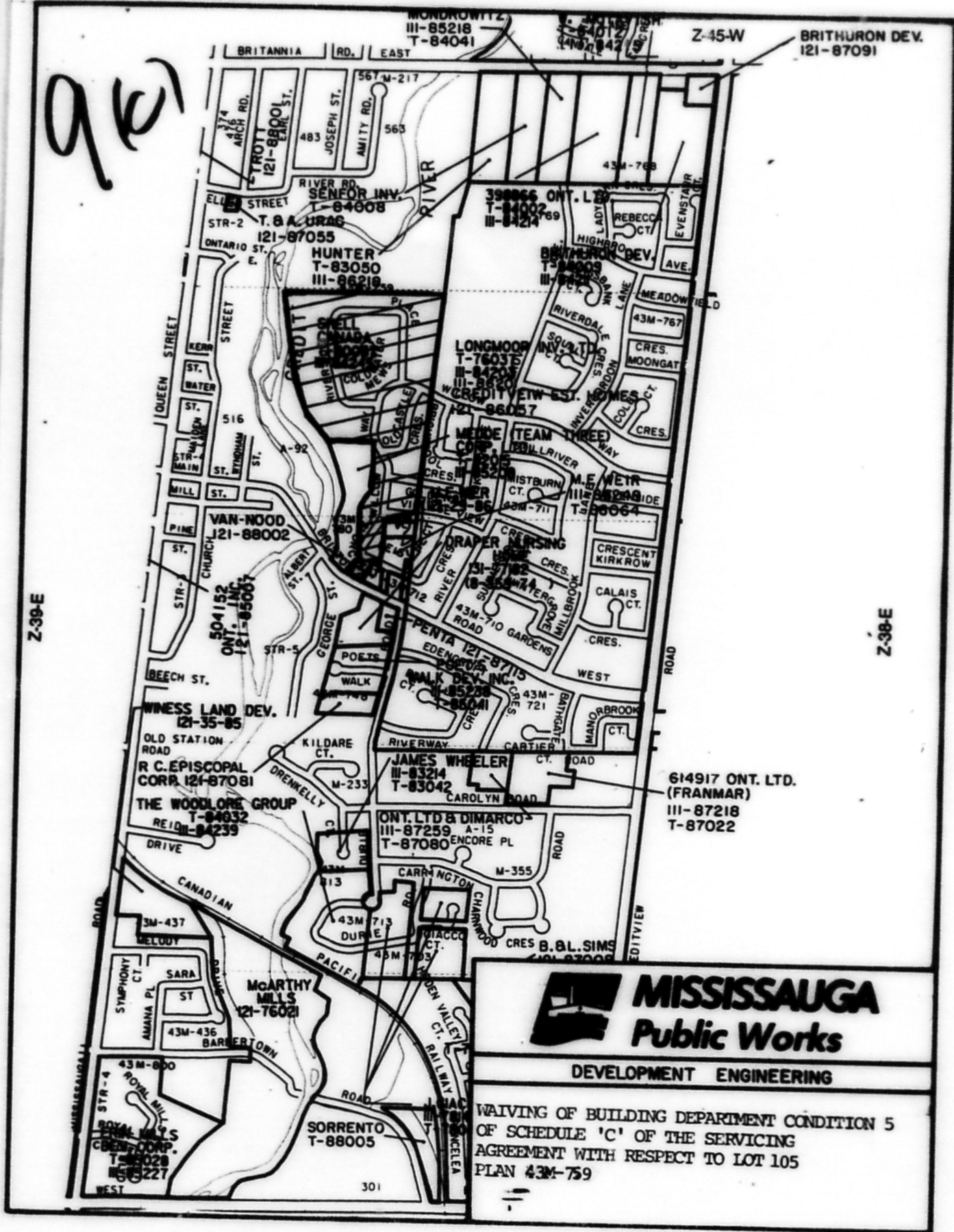

W. P. Taylor, P. Eng.
Commissioner
Public Works Department

 J.B. Taylor
0389E/223E

Enclosure



96





Corporate Report

Received by
Clerk's Dept.

JUN 16 1989

Clerk's Files

F.02.04.03

Originator's
Files

11 141 00045
11 161 00011
13 211 00024

OPERATIONS/WORKS JUN 21 1989

DATE: June 13, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Temporary Closure of Mississauga Road between Woodchuck Lane and Lapad Court. Project No. 88-160.

ORIGIN: Public Works Department.

COMMENTS:

Mississauga Road is being reconstructed from Burnhamthorpe Road to a point 0.5 kms northerly. This construction includes the bridge replacement at Mullet Creek. To undertake the existing structure removal and replacement at Mullet Creek, a road closure of Mississauga Road between Woodchuck Lane and Lapad Court is required. The closure is requested from July 4, 1989 until November 3, 1989.

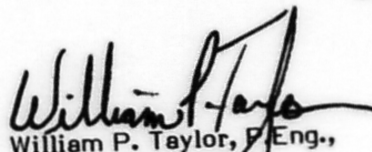
The contractor will provide all necessary signs, flashers and delineators as required by the Public Works Department, for the road closure and subsequent detours. Traffic re-routing will be established along Creditview Road and Erin Mills Parkway. All local residential access will be maintained. All appropriate emergency services, Transit, and School Boards will be advised of this road closure.

CONCLUSION:

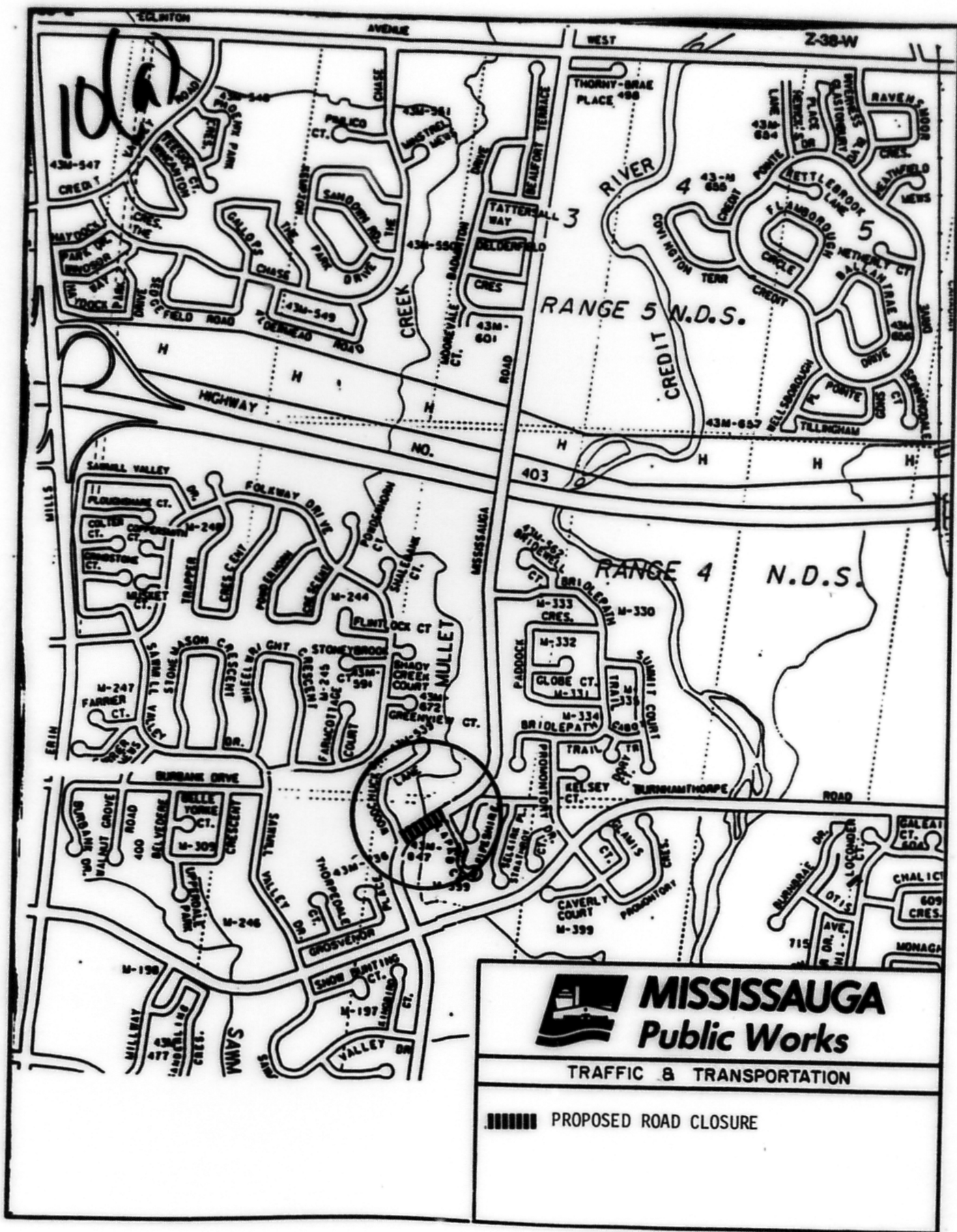
The proposed temporary closure of Mississauga Road, between Woodchuck Lane and Lapad Court, is necessary for the removal and replacement of the existing structure at Mullet Creek. The Public Works Department will install advance notification signing to advise motorists of this road closure.

RECOMMENDATION:

That a by-law be enacted to implement the temporary closure of Mississauga Road, between Woodchuck Lane and Lapad Court, from July 4, 1989 to November 3, 1989 for the purpose of removal and replacement of the existing structure at Mullet Creek.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

WPT
0594E





Corporate Report

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JUN 14 1989

Clerk's Files

F.06.04.05

OPERATIONS/WORKS JUN 21 1989

Originator's
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11 141 00045
11 161 00011
13 211 00025

DATE: June 5, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Request for an all-way stop at the intersection of Council Ring Road and Tamarack Gate.

ORIGIN: Councillor D. Lane, Ward 8.

COMMENTS: A request for an all-way stop at the intersection of Council Ring Road and Tamarack Gate has been forwarded to the Public Works Department.

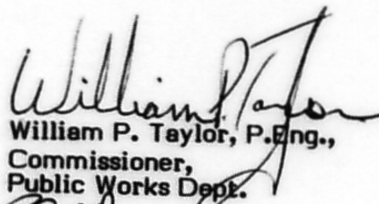
In response to the request, manual turning movement counts were conducted at this location and the results of all-way stop warrant calculations, derived from the a.m. plus p.m. peak traffic hours, averaged, are as follows:

Part 'A'	Volume from all approaches	112%
Part 'B'	Minor street volume	133%

Since both parts 'A' and 'B' have fulfilled the minimum requirement of 100%, an all-way stop is warranted at this location. Vehicle speeds were monitored on Council Ring Road during both the a.m. and p.m. peak traffic hours. The resultant 85th percentile speeds were 47 km/h and 52 km/h respectively in this 50 km/h speed zone, indicating that speeding does not appear to be a problem at this location.

CONCLUSION: Based on the results of traffic studies conducted by the Public Works Department, an all-way stop is warranted and should be implemented at the intersection of Council Ring Road and Tamarack Gate. This installation may improve the level of safety at this intersection.

RECOMMENDATION: That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Council Ring Road and Tamarack Gate as warrants have been satisfied.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

R.G./H.M./dab

MISSISSAUGA
Public Works
TRAFFIC & TRANSPORTATION



TRAFFIC & TRANSPORTATION

Proposed All-Way Stop
Tamarack Gate and Council
Ring Road



Corporate Report

OPERATIONS/WORKS JUN 21 1989

Received by
Clerk's Dept.

JUN 14 1989

Clerk's Files

F.02.10.07

Originator's
Files

11 141 00045
12 111 00014
43M-915

12

DATE: June 9, 1989
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, Commissioner of Public Works Department.
SUBJECT: Proposed street name change of "Courtney Park Drive" to "Courtneypark Drive East" within Registered Plan 43M-915 between Kennedy Road and Hurontario Street (see attached sketch).

ORIGIN: Public Works Department

COMMENTS:

The industrial development known as Courtney Square located between Kennedy Road and Hurontario Street and north of Highway 401 has recently been registered as 43M-915.

This plan contains the extension of Courtneypark Drive East from Kennedy Road to Hurontario Street. On the Registered Plan this name is spelled with two words "Courtney Park Drive". The correct spelling is "Courtneypark Drive East".

This development is presently being serviced by the developer. The street name signs have not been erected and we have also been informed that the lands within this registered plan are still totally owned by the developer.

CONCLUSION:

As the spelling of "Courtneypark Drive East" on Plan 43M-915 is incorrect, the City of Mississauga should proceed to change the street name to the correct spelling.

June 9, 1989.

12(a)

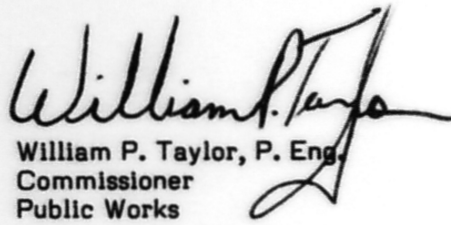
RECOMMENDATION:

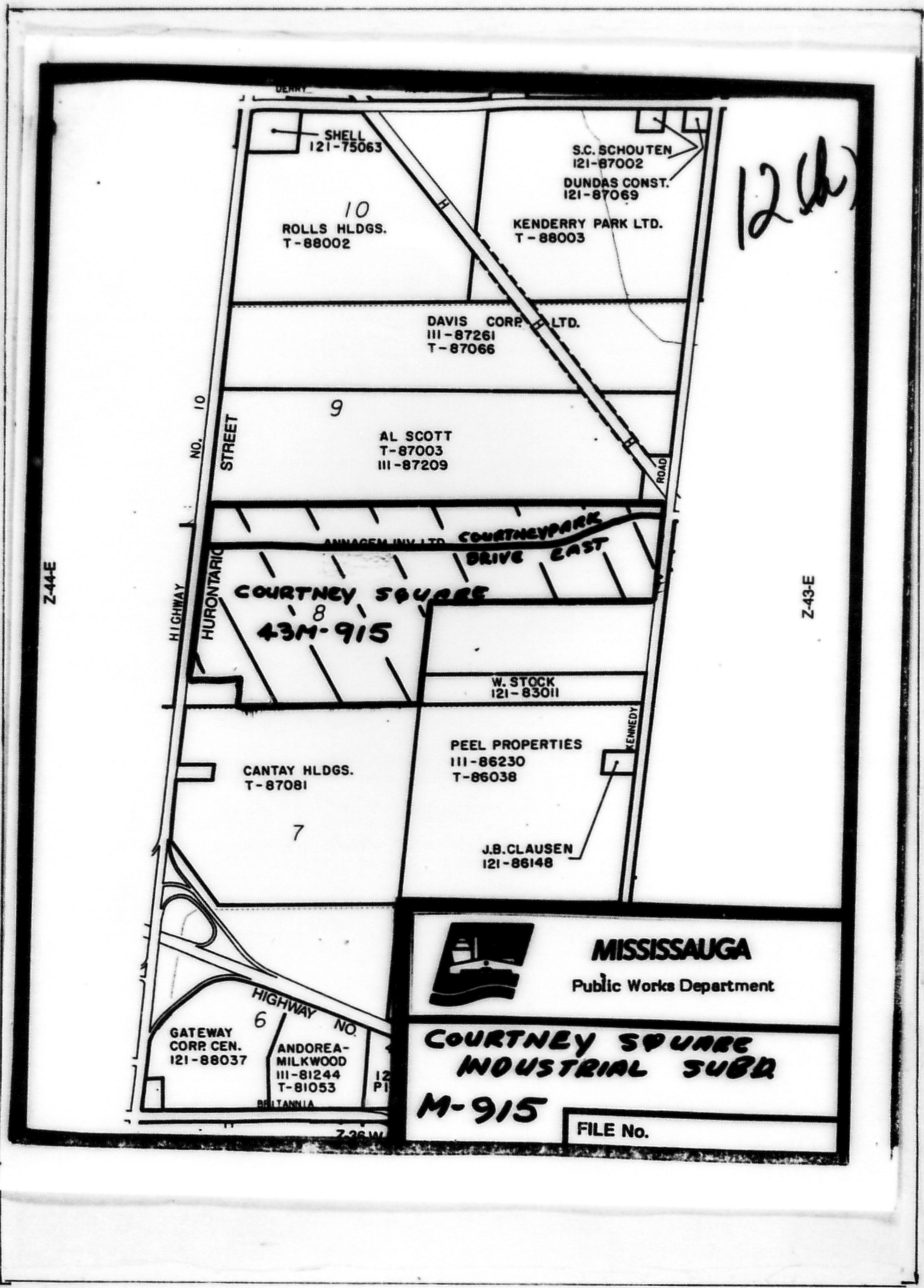
That the necessary by-law be enacted to rename "Courtney Park Drive" between Kennedy Road and Hurontario Street within Plan 43M-915 to "Courtneypark Drive East" and the developer be advised that the street name signs to be erected are to be in accordance with the correct spelling of the street name.

OPT/gb
Attch.

cc: D. Billett - Region on Peel

0942E/0278E


William P. Taylor, P. Eng.
Commissioner
Public Works



SHELL
121-75063

10
ROLLS HLDGS.
T-88002

S.C. SCHOUTEN
121-87002
DUNDAS CONST.
121-87069

KENDERRY PARK LTD.
T-88003

DAVIS CORP. LTD.
III-87261
T-87066

9
AL SCOTT
T-87003
III-87209

COURTNEY SQUARE
8
43M-915

W. STOCK
121-83011

CANTAY HLDGS.
T-87081

PEEL PROPERTIES
III-86230
T-86038

J.B. CLAUSEN
121-86148

GATEWAY
CORP. CEN.
121-88037

6
ANDOREA-
MILKWOOD
III-81244
T-81053



MISSISSAUGA

Public Works Department

COURTNEY SQUARE
INDUSTRIAL SUBD

M-915

FILE No.

13



Corporate Report

OPERATIONS/WORKS JUN 21 1989

Received by JUN 06 1989
Clerk's Dept.

Clerk's Files 11 141 00045
12 111 00014
11 121 00046
T-86071/T-87027
Originator's T-87069/T-88011
Files T-88064/T-87070

F.02.07

DATE: May 31, 1989
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Proposed Street Names

ORIGIN: Public Works Department

COMMENTS: On May 17, 1989 the Region of Peel Street Names Committee reviewed a number of submissions for street name approval. Attached is the list of the applicants and the recommendations suggested by the Committee.

RECOMMENDATION: That the recommendations for street names suggested by the Region of Peel Street Names Committee, as outlined in the exhibit attached to this report, be adopted.

William P. Taylor
W. P. Taylor, P. Eng.
Commissioner
Public Works

[Signature]
DPT/gb
Att.
0942E/0259E

OPERATIONS/WORKS JUN 21 1989

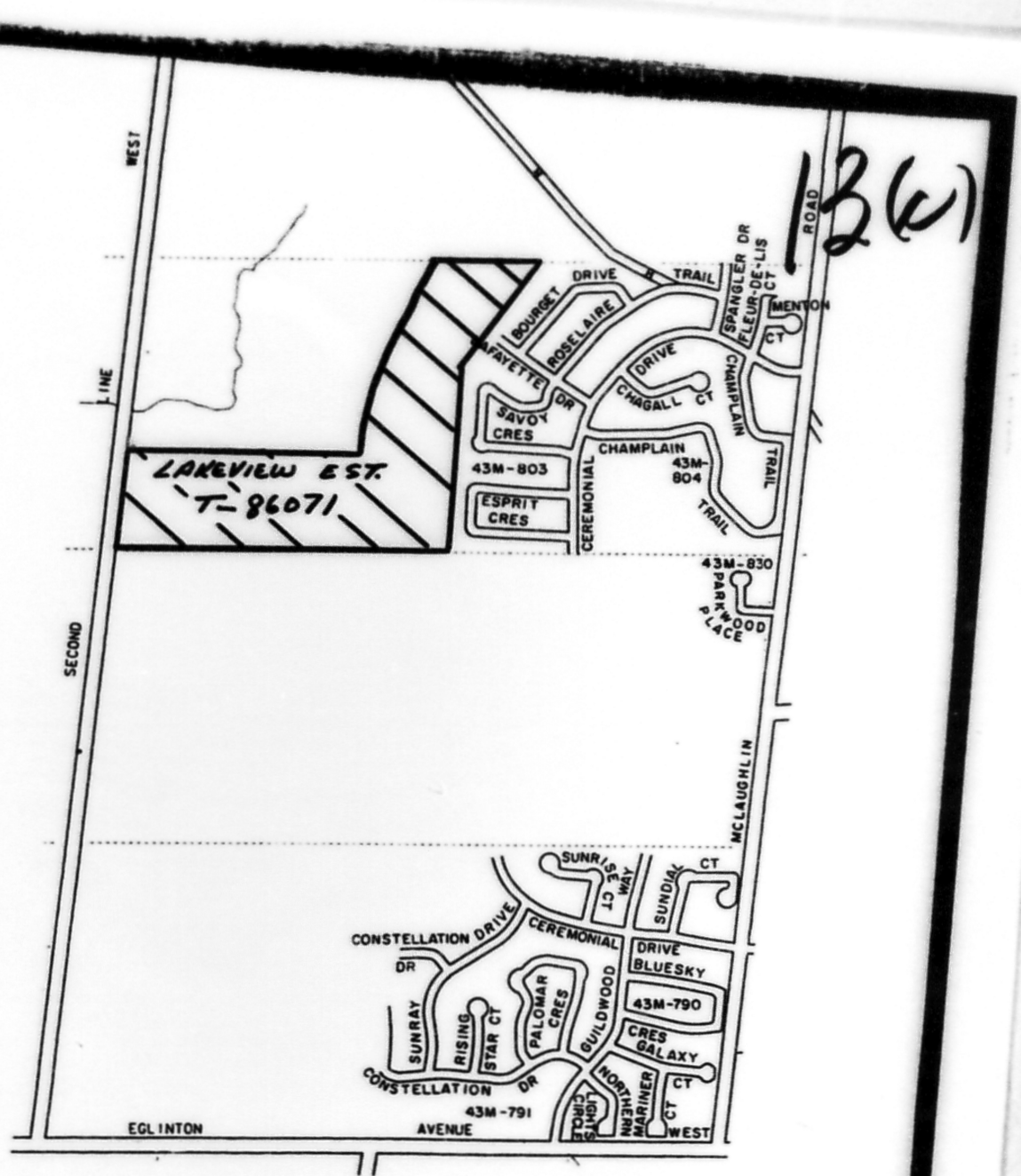
Prepared by: Public Works Department
Date: May 31, 1989.

The following submissions were reviewed by the Region of Peel Street Names Committee on May 17, 1988. The street name contained in the recommendation column was approved; the other names were refused because of confusion with similar street names or spelling and pronunciation difficulties.

MAP	APPLICANT	PROPOSED STREET NAMES		RECOMMENDATION
1.	Paul D. Squires Barrister and Solicitor 1015 Matheson Boulevard Unit Seven Mississauga, Ontario L4W 3A4	Moonstream Norfolk Red Brick		That the name "Moonstream" be approved as a street name for the private road for Condominium Corp. No. 196 located at the south-east corner of Montevideo Road and Battleford Road.
2.	Lakeview Estates 200 Bridgeland Avenue Toronto, Ontario MoA 1Z4	Althea Clappon Lafayette Lazelle Lytton Muir	Straume Weiller Yale	That the name "Althea" be approved as a street name for Lakeview Estates, T-86071, located on the east side of Second Line West, north of Eglinton Avenue West.
3.	Anton Kikas 163 Bridgeland Avenue Toronto, Ontario MoA 1Z4	Broz Mira Velebit		That the name "Velebit" be approved as a street name for Creditview Homes, T-87072, located west of Creditview Road and north of Britannia Road West.
4.	John D. Rogers & Associates 3564 Hurontario Street Mississauga, Ontario L5B 1P3	Aldergrove Bayberry Bluehaven Carlingview Chesswood Cloverleaf Dalehurst Doverwood Elmhurst Ferncrest	Hazelridge Innisdale Meadowbrook Oakview Pebblewood Rowland Shadetree Silverhill Silverhill Willowtree	That the following street names be approved for Berlen Development Corporation (T-87069 and T-88011), Gaspero Development Ltd. (T-88064), and Drof Buildings Ltd. (T-87070), located west of Winston Churchill Boulevard and south of the C.P.R. right-of-way "Aldergrove", "Bayberry", "Cloverleaf", "Dalehurst", "Doverwood", "Ferncrest", "Hazelridge", "Innisdale", "Oakview", "Pebblewood" and "Shadetree".

13(a)

Z-38-E



Z-30

Z-29

Z-37-W



MISSISSAUGA
Public Works Department

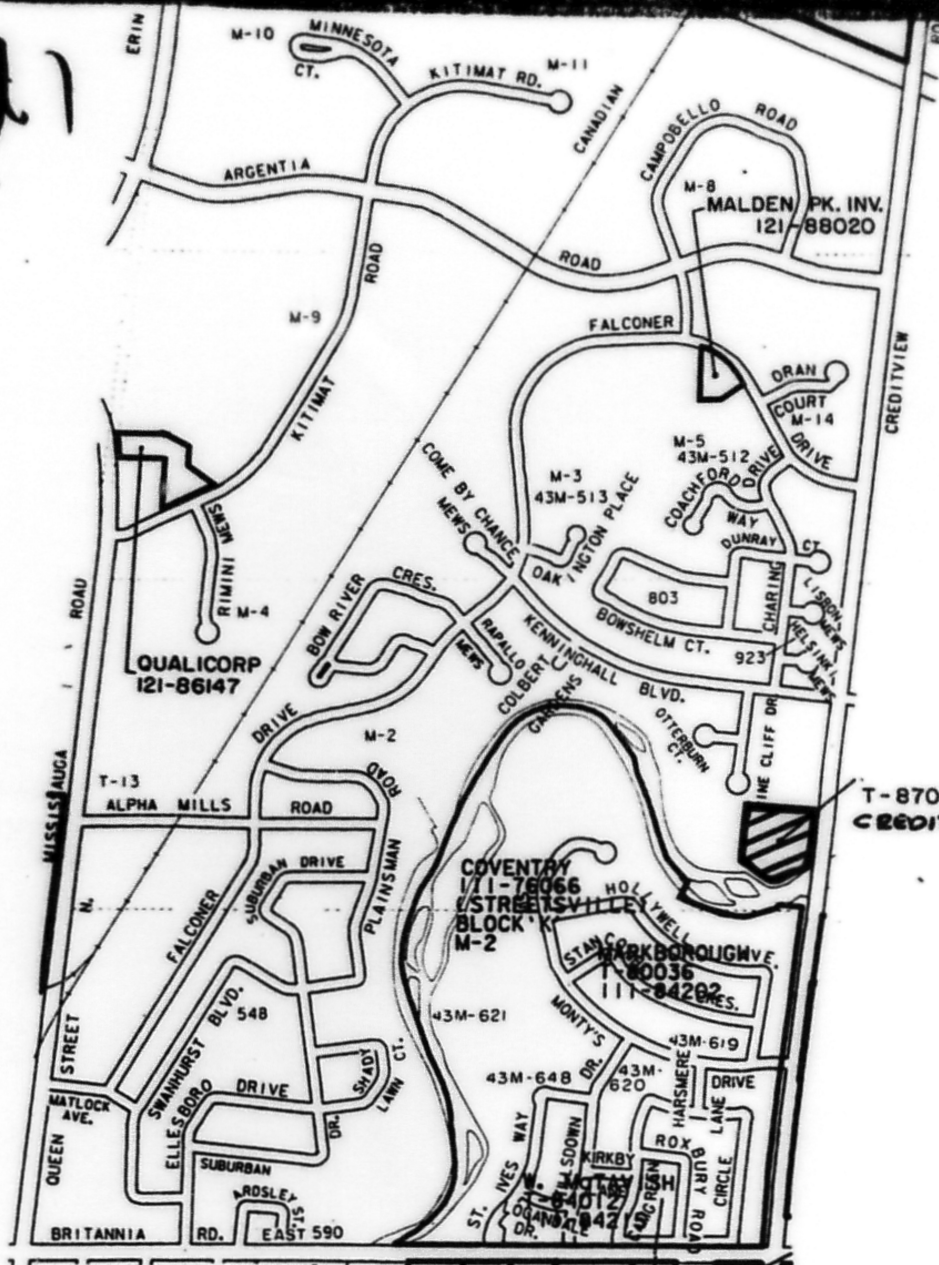
**PROR STREET NAMES
FOR PLAN T-86071**

MAP#2

FILE No.

13(d)

Z-46-E



Z-45-E

T-87072
CREDITVIEW HOMES

Z-38-W

Z-45-W



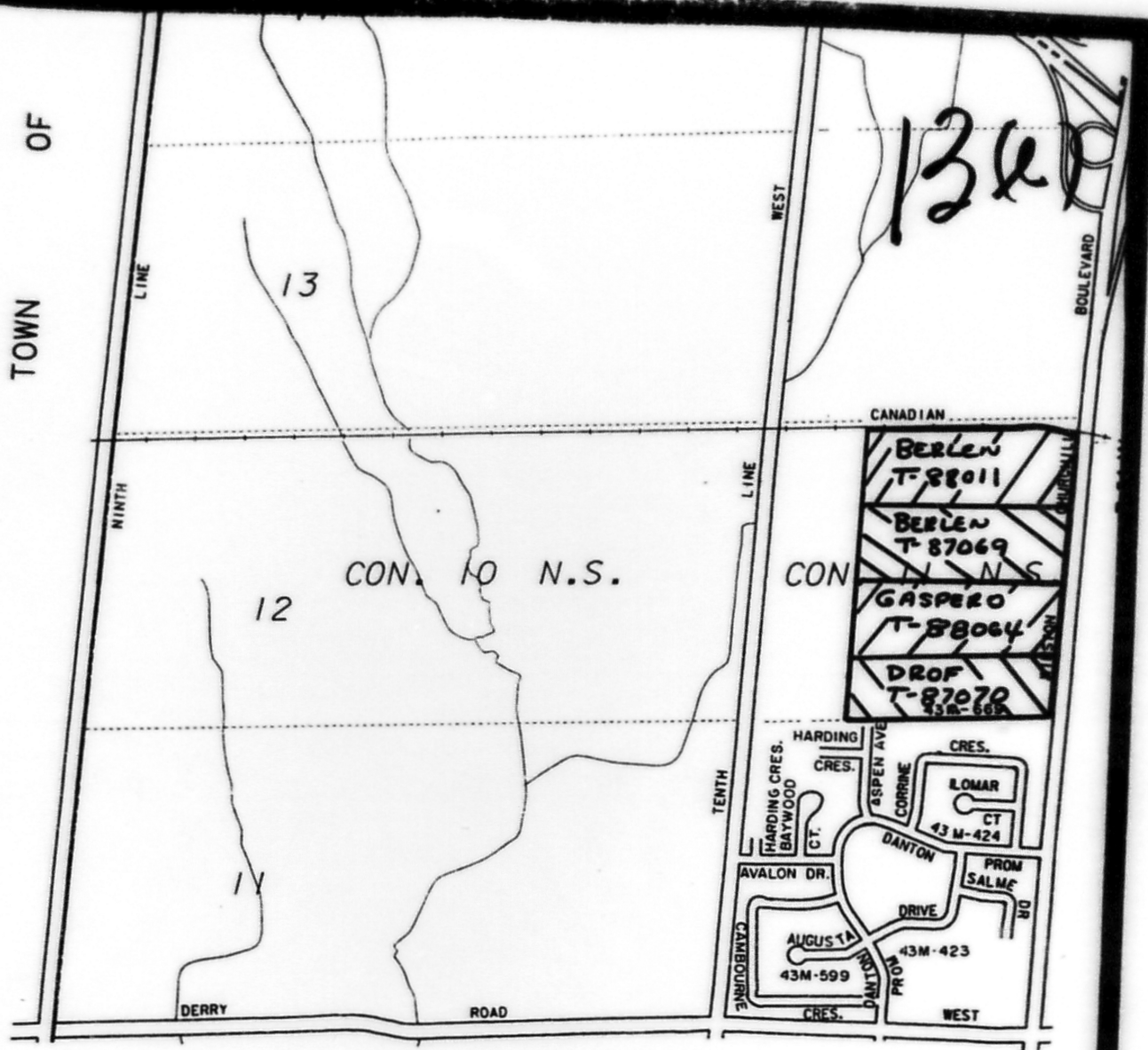
MISSISSAUGA
Public Works Department

**PROP. STREET NAME
FOR PLAN T-87072**

MAP # 3

FILE No.

TOWN OF



Z-56



MISSISSAUGA

Public Works Department

PROP. STREET NAMES FOR
PLANS: T-88011, T-87069, T-88064
AND T-87070

MAP # 4

FILE No.

14



Corporate Report

JUN 21 1989

OPERATIONS/WORKS

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JUN 07 1989

Clerk's Files

B 201/84-N

Originator's
Files

P-547

DATE: June 5, 1989

TO: CHAIRMAN AND MEMBERS OF OPERATION AND WORKS COMMITTEE

FROM: Bruce E. Thom, Q.C., City Solicitor

SUBJECT: Minarik purchase from United Lands Corporation
957 Maramis Court, Mississauga

ORIGIN: Request from Pallett, Valo

BACKGROUND: As a condition of Land Division Committee consent under application 'B' 201/84, the applicant Mary Elizabeth Hamilton and United Lands Corporation Limited were required to enter into a Common Ownership Agreement. The Agreement required that the lands which were the subject of the application being Part of Lot 22, Concession 2, South of Dundas Street, designated as Part 2 and 3, Plan 43R-11364 were to be held in common ownership with adjoining lands described as Block 74, Plan 43M-452 and that no further conveyances of part of the commonly held lands could take place without further applications to the Committee. Such applications were subsequently made and the lands have been conveyed either with consent or as remenant parcels for which consent is not required under s.49 (6) of the Planning Act, 1983. As the purpose of the Agreement has been fulfilled, the solicitors for Minarik, a purchaser of one of the severed parcels has asked that the Agreement be released in order to clear title. The Public Works Department has reviewed the matter and is satisfied that the Agreement may be released.

CONCLUSION: It is in order to release the Common Ownership Agreement between Mary Elizabeth Hamilton, United Lands Corporation Limited and the Corporation of the City of Mississauga.

CHAIRMAN AND MEMBERS OF
COMMUNITY PLANNING & DEVELOPMENT COMMITTEE

- 2 -

June 5, 1983

12/1(a)

RECOMMENDATION: 1. That a by-law be enacted authorizing the Mayor and Clerk to execute releases of the Common Ownership Agreement dated the 12th day of December, 1983, between Mary Elizabeth Hamilton, United Lands Corporation Limited and the Corporation of the City of Mississauga presently registered on title to lands described as Part of Lot 22, Concession 2, South of Dundas Street, designated as Parts 2 and 3, Plan 43R-11364 and Block 74, Plan 43M-452.

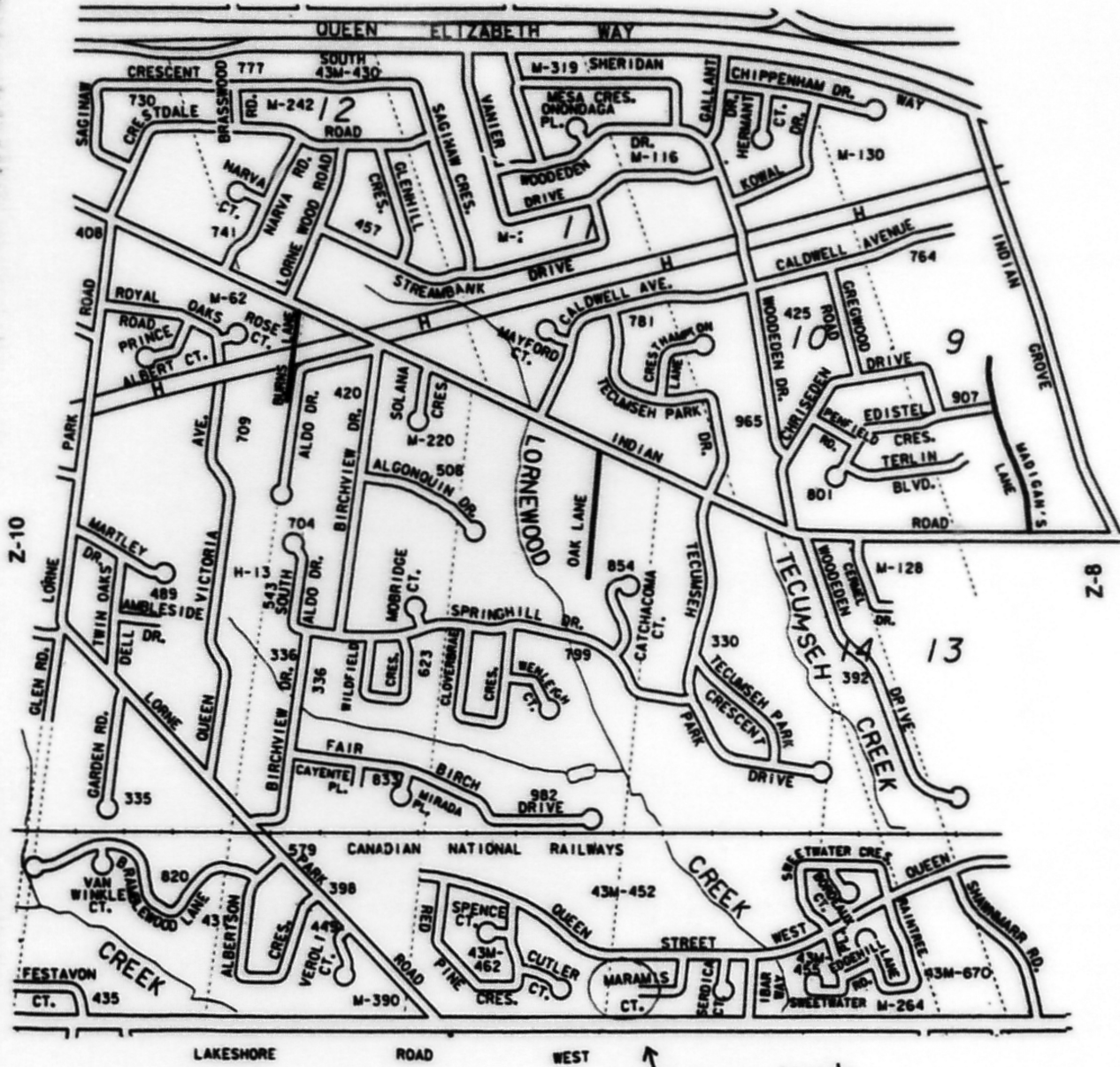
Bruce E. Thom
BRUCE E. THOM, Q.C., CITY SOLICITOR

MB:cp

Handwritten signature/initials

Z-17

Z-16



↑ Subject Lands

Z-2

Z-9



Corporate Report

Received by
Clerk's Dept.

Clerk's Files

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Files
M-806
11-141-00045

DATE: June 16, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Draw on developer's securities for the completion of all outstanding works within the Dalewood Drive Residential Subdivision, Phase 2, Registered Plan 43M-806, located east of Goreway Drive and south of Etude Drive (sketch attached).

ORIGIN: Servicing Agreement between 386589 Ontario Limited, the City of Mississauga and the Regional Municipality of Peel dated September 28, 1987.

BACKGROUND: Under the terms of the Servicing Agreement for the subject development, the developer was required to complete all sidewalks, curb and boulevard sodding on or before September 30, 1988.

On December 2, 1988, this department requested that the developer forward a revised schedule for the completion of all outstanding works within the above-noted development. The developer subsequently forwarded a revised construction schedule, a copy of which is attached. The developer noted that the construction works would commence as soon as weather permits.

To date, no construction activities as listed in the attached Schedule 'F' for Registered Plan 43M-806 have been carried out by the developer.

COMMENTS: The City holds a Letter of Credit for Plan 43M-806 in the amount of \$168,593.19 securing the outstanding works within the Dalewood Drive Subdivision, Phase 2.

...../cont'd

June 16, 1989

CONCLUSION:

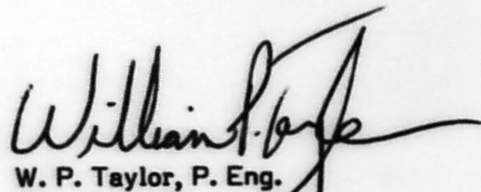
Under the terms of the Servicing Agreement, the City of Mississauga is justified in drawing on the developer's securities for the completion of the outstanding works within Dalewood Drive Residential Subdivision, Phase 2, Registered Plan 43M-806.

RECOMMENDATION:

That with respect to the outstanding subdivision works as secured under the Servicing Agreement for Plan 43M-806, Dalewood Drive Residential Subdivision, Phase 2, located east of Goreway Drive and south of Etude Drive:

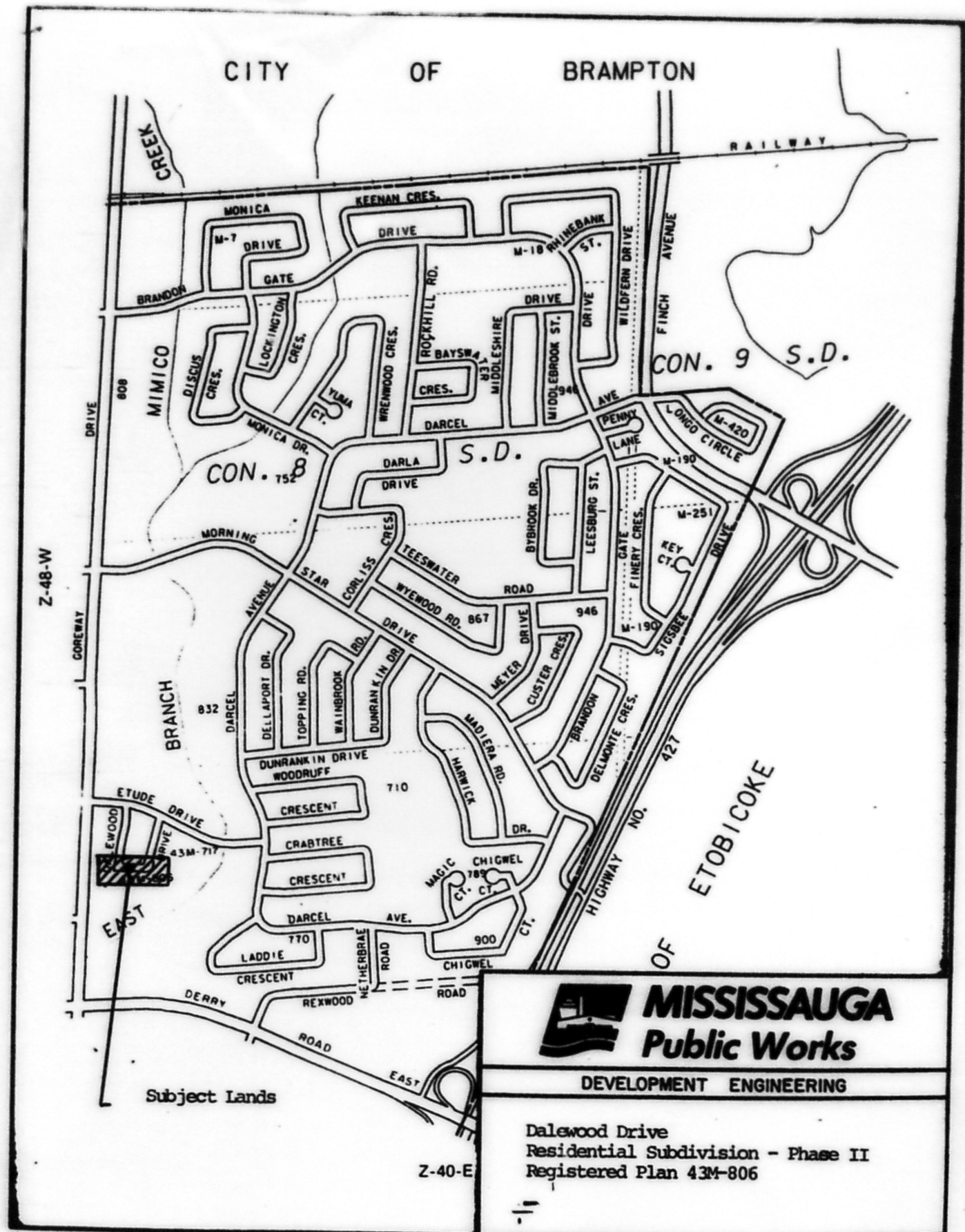
a) the Commissioner of Public Works be authorized to construct these works at an estimated cost of \$168,593.19,

b) the Commissioner of Finance and Treasurer be authorized to draw on the developer's Letter of Credit (current value \$168,593.19) securing the Servicing Agreement for Plan 43M-806, to defray cost incurred by the City pursuant to Recommendation (a) above.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

WSA/ap
0389E/223E

Enclosure



CITY OF MISSISSAUGA

MINUTES

MEETING TWELVE EIGHTY-NINE

NAME OF COMMITTEE:	OPERATIONS AND WORKS
DATE OF MEETING:	WEDNESDAY, JUNE 21, 1989, 9:10 A.M.
PLACE OF MEETING:	COMMITTEE ROOM A, CIVIC CENTRE
MEMBERS PRESENT:	Councillor H. Kennedy Councillor M. Prentice (Chair) Councillor F. Dale Councillor F. McKechnie Councillor D. Culham Councillor N. Iannicca
MEMBERS ABSENT:	NIL
OTHERS PRESENT:	Councillor P. Mullin Councillor T. Southorn Mayor H. McCallion
STAFF PRESENT:	Mr. D.A. Lychak, City Manager Mr. B.E. Thom, City Solicitor Mr. W.P. Taylor, Commissioner of Public Works Mr. A. McDonald, Director, Public Works Mr. F. Koenig, Director, Finance Department Mr. R.G.B. Edmunds, Commissioner of Planning and Building (re in camera) Mr. D. Blyleven, Planning and Building Department (re in camera) Ms. L. Mailer, Committee Coordinator, Clerk's Department

INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 21, 1989

DEPUTATIONS/PRESENTATIONS - 9:10 A.M.

A. Mr. W. Taylor, Director of Traffic and Transportation

D.01.02

SEE ITEM 1

B. Mr. L. Stewart, Solicitor, and Mr. T. Thillart, Regional Sales Manager, for Bekaert Steel Wire Corporation

L.04.01

SEE ITEM 5

ITEM FILE SUBJECT

- | | | |
|-----|----------------|--|
| 1. | D.01.02 | Mississauga Ten Year Transit Service Strategy Plan- Phase 2 Study Implementation |
| 2. | D.01.02 | Proposed Acquisition of an Additional Twenty Buses in 1989 and 1990 - Financial Implications - Capital and Operating Budgets |
| 3. | F.06.01 | Access to Burnhamthorpe Road East - Central Parkway Mall |
| 4. | L.01.06 | Temporay Sales Office Trailers - Revised Policy |
| 5. | L.04.01 | Pantanel Fencing - Swimming Pool Enclosures |
| 6. | M-660 | Ashley Developments Limited - Assumption |
| 7. | M-639
M-640 | Erin Mills Development Corporation - Assumption |
| 8. | M-780 | Creditview Estate Homes Limited - Rivergrove Subdivision - Phase V - Waiving of Condition 4 of Schedule 'C' - Lot 13 |
| 9. | M-759 | Creditview Estate Homes Limited - Rivergrove Subdivision - Phase V - Waiving of Condition 4 of Schedule 'C' - Lot 105 |
| 10. | F.02.04.03 | Mississauga Road between Woodchuck Lane/Lapad Court - Temporary Closure |
| 11. | F.06.04.05 | Council Ring Road/Tamarack Gate - All-way Stop |
| 12. | F.02.10.07 | Renaming of Courtney Park Drive |

INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 21, 1989

- 13. F.02.07 Street Names
- 14. B.201/84-M Minarik Purchase from United Lands Corporation - 947 Maramis Court
- 15. M-806 Dalewood Drive Residential Subdivision - Draw on Securities - Completion of Outstanding Works
- 16. F.08.02 In Camera - Britannia Landfill Site

MATTERS FOR CONSIDERATION:

1. Report dated June 9, 1989, from the Commissioner of Public Works regarding the Ten-Year Transit Service Strategy Plan-Phase 2 Study Implementation.

As part of Phase 2 of the Mississauga Ten Year Transit Service Strategy Plan a number of studies will be carried out. The following studies are being recommended for immediate implementation:

1. Busway Planning Study
2. Transportation Gateway Overview
3. Renforth-Eglinton Gateway Planning and Design Study
4. Westwood Mall Transit Terminal Relocation
5. Mississauga/TTC Improved Service Coordination and Fare Integration
6. Mississauga-GO Transit Improved Service Coordination and Fare Integration
7. Hurontario Street Transit Corridor Planning Review
8. Reserved Bus Lanes on Dundas Street

RECOMMENDATION:

- (a) That the Transportation Technical Committee be authorized to prepare a detailed work program, invite proposals from consulting engineering firms in order to carry out the necessary planning and preliminary design studies for the Mississauga Busway, and report back to Council with recommendations on the awarding of the required consulting assignments at an estimated interim cost of \$1,500,000 subject to 75% MTO subsidy.
- (b) That proposals be invited from consulting engineering firms for undertaking the following studies subject to 75% MTO subsidy:
 - (i) Renforth/Eglinton Gateway Planning and Design Study at an estimated cost of \$75,000
 - (ii) Westwood Mall Transit Terminal Relocation at an estimated cost of \$50,000, and
 - (iii) Clarkson GO Station Special Bus Feeder Service Planning Study at an estimated cost of \$50,000.
- (c) That the Ministry of Transportation Ontario be requested to establish an implementation committee involving technical representatives from Mississauga and Metro Toronto to develop a Mississauga/TTC Improved Service Co-ordination and Fare Integration Program.

- (d) That the Ministry of Transportation Ontario be requested to provide 75% for the studies listed in recommendation 1 and 2.
- (e) That a by-law be enacted to authorize execution of the necessary agreements between the City, the Consulting Engineering firms, and the Ministry of Transportation Ontario.
- (f) That budgets be established for the following capital projects:

Mississauga Busway Design

Gross Cost	\$1,500,000
Subsidies	(1,125,000)
Net City Cost	375,000

Renforth/Eglinton Gateway Planning and Design

Gross Cost	75,000
Subsidies	56,250
Net City Cost	18,750

Westwood Mall Terminal Relocation

Gross Cost	50,000
Subsidies	37,500
Net City Cost	12,500

and that \$406,200 be transferred from the Capital Contingency to these projects and that the necessary by-laws be enacted.

- (g) That the Public Works current budget in the Traffic Administration Program be revised as follows:

Professional Services	08630-18-0000	\$165,000
Provincial Subsidies	08630-91-0000	\$ 37,500

to include the Clarkson GO Station Bus Feeder Service Planning Study and that funds in the amount of \$12,500 be allocated from the Current Contingency Account to fund the City's cost of the study.

- (h) (i) that Metropolitan Toronto and the City of Etobicoke be requested to authorize their staff to participate in a preliminary design study to implement the reserved bus lanes on Dundas Street from Dixie Road to the proposed Mississauga Transit Terminal at the Kipling subway station;
- (ii) that the Transportation Technical Committee be authorized to meet with the MTO and the relevant Metro and Etobicoke staff (subject to concurrence by their respective Councils) and to report back to City Council with a recommended implementation approach for the 'Dundas Reserved Bus Lane Project', including terms of reference for the preliminary design study, funding and subsidy requirements.

The Commissioner of Public Works reviewed the details of the report and the recommendations.

Committee Members discussed the scope of the studies and in particular the proposal for reserved bus lanes, improved service to take passengers to and from the Go Stations, and the City Centre shuttle service.

D.01.02

Approved

See Recommendation OW-237-89 (D. Culham)

2.

Report dated June 13, 1989, from the Commissioner of Finance and Treasurer and Transit General Manager providing a Summary of the Financial Implications for the City's Capital and Operating Budgets of Transit's Proposed Acquisition of an Additional Twenty Buses in 1989 and 1990.

Council, at its meeting of April 24, 1989, adopted the following recommendations of the report dated April 10, 1989, entitled, 'Final Report on the Mississauga Ten-Year Transit Service Strategy Plan Study', prepared by the Commissioner of Public Works and the General Manager of Mississauga Transit Department:

- (a) That staff be directed to approach the Ministry of Transportation to determine which items in the Mississauga Ten-Year Transit Service Strategy Plan may be eligible for additional grants and subsidies in 1989-90.
- (b) That staff report back to the Operations and Works Committee regarding implementation of early elements of the Transit Strategy including costing and funding implications.

The main thrust of the Mississauga Ten-Year Transit Service Strategy Plan is to compete more effectively with the automobile by providing a more extensive grid network and more convenient transit services which offer better connections with other transit systems and more express services. Higher transit ridership is essential if future transportation needs are to be met.

The Ministry of Transportation of Ontario (MTO) has indicated that additional subsidies are available to assist Mississauga in increasing its bus acquisition program during 1989 and 1990.

Additional vehicles are required to accelerate the implementation of the basic grid bus network and to introduce express routes linking the City Centre directly to points further west in Mississauga and further east in Metropolitan Toronto.

IBI's Ten Year Transit Service Strategy Plan advised the City to "... acquire 40 new buses (40 ft. equivalent buses) during 1989 or early 1990 and another 40 during 1990."

If the City decides to follow this course of action, there will obviously be significant implications for the already approved Capital and Operating Budgets. A preliminary review and analysis has been performed by the Finance Department and the results and implications are presented as follows:

1. Implications for the City's Capital Budget

- (a) Bus Acquisitions
- (b) Transit Terminals

2. Capital Financing Implications3. Current Budget Implications

The proposed alteration to the City's bus acquisition schedule and revisions to other Transit costs have significant impact upon both the City's current and capital budgets. From the capital perspective, the determination of viable and less costly alternatives to the early construction of Satellite Terminal #1 is a critical factor if the City is to be able to fund the revised Transit capital requirements without major reconsideration of priorities in the first few years of the City's approved 10 year capital plan. These alternatives cannot be finalized at this time, but should be available for consideration with the 1990-99 Capital Budget deliberations. Given the magnitude of the dollars involved, and the extent of uncertainties regarding transit terminal alternatives, it is concluded that the additional 20 buses requested in 1989 can be recommended at this time. Bus acquisitions and transit terminal construction in 1990 and beyond should, however, be reconsidered as part of the 1990-99 Capital Budget deliberations when more complete information is available.

The additional 20 buses are required for service improvements in early 1990. Buses must, therefore, be delivered to the City by the end of January, 1990 for these improvements to take place. It is necessary for the order for the 20 buses to be placed immediately if this delivery requirement is to be met.

Earlier in 1989, the City awarded a tender for 20 buses to Ontario Bus Industries Inc. who was the low bidder on Tender TMT-21-1988. Ontario Bus Industries have agreed to hold the prices from that tender, for a second order of 20 buses. Based upon receipt of that order, delivery can be completed by January 1990.

As the low bidder from the recent tender has agreed to hold the prices for this order, it is recommended that the requirement for a request for tenders under the City's purchasing and tendering by-law be waived, and that a purchase order be issued to Ontario Bus Industries Inc.

RECOMMENDATION:

- (a) That the budget for P.N. #88-946 Land Acquisition-Marshall Steel Property be revised as follows:

	<u>Existing Budget</u>	<u>Revised Budget</u>
Gross Cost	\$6,000,000	\$6,011,000
Recovery/Subsidy		<u>2,954,000</u>
Net City Cost	<u>\$6,000,000</u>	<u>\$3,057,000</u>

- (b) That \$2,943,000 be reallocated to the unallocated balance of the Capital Reserve Fund from P.N. #88-946 Land Acquisition-Marshall Steel Property and the necessary by-law be enacted.
- (c) That the budget for P.N. #89-913 Bus Acquisitions be revised as follows:

	<u>Existing Budget</u>	<u>Revised Budget</u>
Gross Cost	\$4,400,000	\$8,800,000
Recovery/Subsidy	<u>3,231,000</u>	<u>6,462,000</u>
Net City Cost	<u>\$1,169,000</u>	<u>\$2,338,000</u>

- (d) That \$1,169,000 be allocated from the unallocated balance of the Capital Reserve Fund to P.N. #89-913 Bus Acquisitions and that the necessary by-law be enacted.
- (e) That the request for tender requirement under the purchasing and tendering by-law be waived for the purchase of 20 forty foot buses.
- (f) That a purchase order be issued to Ontario Bus Industries Inc. for the purchase of 20 buses at a price of \$178,437 per unit for a total cost of \$3,854,239.

D.01.02

Approved

See Recommendation OW-238-89 (H. Kennedy)

3.

Report dated June 8, 1989, from the Commissioner of Public Works regarding access to Burnhamthorpe Road East for the Central Parkway Mall.

The Public Works Department had prepared a report to the Operations and Works Committee recommending that a right-in/right-out access to Burnhamthorpe Road East be permitted to Central Parkway Mall subject to a 50/50 cost sharing between the City and the owners of the Central Parkway Mall. This recommendation was adopted by the Operations and Works Committee at the meeting of April 27, 1988.

Subsequent to this, Council at its meeting of May 9, 1988 considered this recommendation of the Operations and Works Committee and the recommendation was not approved. Council at this meeting directed staff of the Public Works Department to review the movement of traffic to and from this plaza.

The Public Works Department has reviewed the operation of the access points and has observed periodic minor congestion at the Central Parkway Boulevard access, however, it is felt that the access is operating in a satisfactory manner.

The Public Works Department sees merit in a 50/50 cost sharing arrangement with the Central Parkway Mall owners for the construction of a right-in/right-out access to Burnhamthorpe Road, as previously indicated in reports from the Commissioner dated October 20, 1987 and March 30, 1988. The gross estimated cost of this work is \$90,000. The \$45,000 in funding required for the City's share of the work should be allocated from the 1989 Capital Contingency Fund.

RECOMMENDATION:

- (a) That a right-in/right-out access to Burnhamthorpe Road be permitted at the east end of Central Parkway Mall, subject to a 50/50 cost sharing between the City and the Central Parkway Mall owners.
- (b) That this work be undertaken as part of the 1989 Intersection Improvement Program with additional funding in the amount of \$45,000 to be allocated from the 1989 Capital Budget Contingency Fund.
- (c) That the budget for the 1989 Intersection Improvement Program be revised to reflect the cost of construction of a right-in/right-out access to Burnhamthorpe Road from Central Parkway Mall:

<u>From:</u>	
Gross Cost	\$500,000
M.T.O. Subsidy	<u>\$100,000</u>
Net City Cost	<u>\$400,000</u>

<u>To:</u>	
Gross Cost	\$590,000
M.T.O. Subsidy	\$100,000
Contribution	<u>\$ 45,000</u>
Net City Cost	<u>\$445,000</u>

F.06.01

Approved

See Recommendation OW-239-89 (F. Dale)

4.

Report dated June 14, 1989, from the Commissioner of Public Works regarding recommended revisions to the standard policy and procedure for temporary sales trailers.

Recently there has been concern raised that trailers remain on site after the subdivision has been completely sold out and also it is difficult to have the trailer removed from the site unless the Builder cooperates. The time period for which it is reasonable that a sales trailer be permitted varies with the economy. In good times the Builder sells out fast and in bad times the trailer could be there for an extended period.

RECOMMENDATION:

That the existing Policy and Procedure for the Placement of Temporary Sales Office Trailers be amended in accordance with the report of the Commissioner of Public Works dated June 14, 1989, as follows:

- (a) that the maximum period of approval be changed from one year to six months and if an extended period is required a new application would be necessary;
- (b) that Permission to Enter by the City from the Owner of the lands be required as a condition of approval in order that the City may enter upon the lands to remove the trailer if it remains on site beyond the approved period or if the conditions of approval are not being adhered to;
- (c) that cash or Letter of Credit in the amount of \$25,000.00 be required for each trailer approval to be used for compliance of the conditions of approval including removal of the trailer if necessary.

Councillor McKechnie recommended an additional condition to the effect that sales trailers will not be permitted where the land being sold is not within the boundaries of Mississauga. The recommendation, as amended, was voted on and carried.

L.01.06

Amended

See Recommendation OW-240-89 (F. McKechnie)

5.

Report dated June 9, 1989, from the Commissioner of Public Works in response to a request from Bekaert Steel and Wire Corporation for approval of Pantanet Fencing as an acceptable fencing for use to enclose privately owned outdoor swimming pools. It was not approved at that time as it did not meet the mesh specifications of the By-law which states that the mesh shall not be greater than 1-1/2 in. (38 mm).

The concerns were primarily about the durability of fence and the climbability of fence. Bekaert Steel engaged the Centre for Occupational Health and Safety of the University of Waterloo to evaluate the general safety and climbability of their product. The report concludes that the Pantanet Fencing is equivalent to, if not better than, chain link fence with respect to climbability.

It is concluded that Pantanet Fencing would yield an equivalent degree of safety as specified in By-Law 202-76, Section 7, Subsections (b), (c) and (d) except in an area where diagonal support posts are used to reinforce the fence in key locations.

It is further concluded that the only suitable protection for diagonal support posts would be 1-1/2 in. mesh wire.

RECOMMENDATION:

That Pantanet Fencing be recognized as a suitable fencing for swimming pool enclosures as required by By-law 202-76 as amended, provided that the diagonal support posts used to reinforce the fence posts are protected by 1-1/2 in. mesh wire.

Mr. L. Stewart, Solicitor, and Mr. T. Thillart, Regional Sales Manager, for Bekaert Steel Wire Corporation, were in attendance at the meeting.

L.04.01

Approved

See Recommendation OW-241-89 (H. Kennedy)

6. Report dated May 23, 1989, from the Commissioner of Public Works regarding the assumption of the municipal works for Ashley Developments Limited, Registered Plan 43M-660, located north of Burnhamthorpe Road West and west of Mavis Road.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for installation of the municipal services in the above-mentioned plan. The remaining securities in the amount of \$49,483.85 should be released to the developer, Ashley Developments Limited.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Ashley Developments Limited, Registered Plan 43M-660, located north of Burnhamthorpe Road West and west of Mavis Road.
- (b) That the Commissioner of Finance and Treasurer be authorized to return the Letter of Credit securing the Servicing Agreement for Registered Plan 43M-660 (currently valued at \$49,483.85) to the developer, Ashley Developments Limited.
- (c) That a by-law be enacted to establish the road allowances within Registered Plan 43M-660 as public highway and part of the municipal system of the City of Mississauga.

M-660

Approved

See Recommendation OW-242-89 (F. McKechnie)

7. Report dated May 31, 1989, from the Commissioner of Public Works regarding the assumption of the municipal works for Erin Mills Neighbourhood 503b, Registered Plans 43M-639 and 43M-640, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard.

As far as the Public Works Department is concerned, the developer has complied with all requirements of the Servicing Agreement for the installation of the municipal services in the above-mentioned plans. The remaining securities in the amount of \$760,653.71 should be released to the developer, the Erin Mills Development Corporation.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Erin Mills Neighbourhood 503b, Registered Plans 43M-639 and 43M-640, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard.
- (b) That the Commissioner of Finance and Treasurer be authorized to return the Letter of Credit securing the Servicing Agreement for Registered Plans 43M-639 and 43M-640 (currently valued at \$760,653.71) to the developer, the Erin Mills Development Corporation.
- (c) That a by-law be enacted to establish the road allowance within Registered Plans 43M-639 and 43M-640 as public highway and part of the municipal system of the City of Mississauga.

M-639
M-640

Approved

See Recommendation OW-243-89 (F. McKechnie)

8. Report dated June 7, 1989, from the Commissioner of Public Works regarding the waiving of Building Department Condition 4 of Schedule 'C' of the Servicing Agreement with respect to Lot 13, Plan 43M-780, Creditview Estate Homes Limited, Rivergrove Subdivision, Phase V, located south of Britannia Road West and west of Creditview Road.

Under the terms of the Building Department Condition 4 of Schedule 'C' of the Servicing Agreement, the Developer agreed that a minimum setback of 6.5 m for all buildings and structures, and a minimum setback of 21.5 m for principal structures is required from the top-of-bank of the Credit River of Lot 13, located adjacent to the Credit River.

The two-storey, single-family dwelling proposed for Lot 13 has been designed to provide a setback of 12.5 m from the greenbelt zone. The developer has stated that due to the configuration of the lot, the dwelling has been sited as far forward on the lot as possible without encroaching into the required side yard setbacks. As a result, a position of the rear yard of the dwelling encroaches into the required setback by approximately 2.5 m.

The Committee of Adjustment has reviewed this request and has granted a variance in setback as requested subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

RECOMMENDATION:

That the Building Department Condition 4 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited, Rivergrove Subdivision, Phase V, Plan 43M-780, located south of Britannia Road West and west of Creditview Road be waived with respect to Lot 13, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

M-780

Approved

See Recommendation OW-244-89 (F. McKechnie)

9. Report dated June 7, 1989, from the Commissioner of Public Works regarding the waiving of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement with respect to Lot 105, Plan 43M-759, Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, south of Britannia Road West and west of Creditview Road.

Under the terms of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement, the Developer, agreed that a minimum setback of 15.0 m for all buildings and structures, and a minimum setback of 30.0 m for principal structures is required from the approved top-of-bank of the Credit River for Lot 105, located adjacent to the Credit River.

The two-storey, single-family dwelling proposed for Lot 105 has been designed to provide a setback of 12.4 m± from the greenbelt zone. The developer has stated that due to the configuration of the lot, the dwelling has been sited as far forward as possible, however, one corner of the dwelling encroaches into the required 15.0 m setback by approximately 2.6 m.

The Committee of Adjustment has reviewed this request and has granted a variance in setback as requested subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

RECOMMENDATION:

That Building Department Condition 5 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, Plan 43M-759, located south of Britannia Road West and west of Creditview Road, be waived with respect to Lot 105, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

M-759

Approved

See Recommendation OW-245-89 (P. Mullin)

10. Report dated June 13, 1989, from the Commissioner of Public Works regarding the temporary closure of Mississauga Road between Woodchuck Lane and Lapad Court.

Mississauga Road is being reconstructed from Burnhamthorpe Road to a point 0.5 kms northerly. This construction includes the bridge replacement at Mullet Creek. To undertake the existing structure removal and replacement at Mullet Creek, a road closure of Mississauga Road between Woodchuck Lane and Lapad Court is required. The closure is requested from July 4, 1989 until November 3, 1989.

The contractor will provide all necessary signs, flashers and delineators as required by the Public Works Department, for the road closure and subsequent detours. Traffic re-routing will be established along Creditview Road and Erin Mills Parkway. All local residential access will be maintained. All appropriate emergency services, Transit, and School Boards will be advised of this road closure.

RECOMMENDATION:

That a by-law be enacted to implement the temporary closure of Mississauga Road, between Woodchuck Lane and Lapad Court, from July 4, 1989 to November 3, 1989 for the purpose of removal and replacement of the existing structure at Mullet Creek.

F.02.04.03

Approved

See Recommendation OW-246-89 (F. Dale)

11. Report dated June 5, 1989, from the Commissioner of Public Works in response to a for an all-way stop at the intersection of Council Ring Road and Tamarack Gate.

In response to the request, manual turning movement counts were conducted at this location. Based on the results of traffic studies conducted by the Public Works Department, an all-way stop is warranted and should be implemented at the intersection of Council Ring Road and Tamarack Gate. This installation may improve the level of safety at this intersection.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Council Ring Road and Tamarack Gate as warrants have been satisfied.

F.06.04.05

Approved

See Recommendation OW-247-89 (F. McKechnie)

12. Report dated June 9, 1989, from the Commissioner of Public Works regarding a proposed street name change of "Courtney Park Drive" to "Courtneypark Drive East" within Registered Plan 43M-915 between Kennedy Road and Hurontario Street.

This plan contains the extension of Courtneypark Drive East from Kennedy Road to Hurontario Street. On the Registered Plan this name is spelled with two words "Courtney Park Drive". The correct spelling is "Courtneypark Drive East".

This development is presently being serviced by the developer. The street name signs have not been erected and the lands within this registered plan are still totally owned by the developer.

As the spelling of "Courtneypark Drive East" on Plan 43M-915 is incorrect, the City of Mississauga should proceed to change the street name to the correct spelling.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures to rename "Courtney Park Drive" between Kennedy Road and Hurontario Street within Plan 43M-915 to "Courtneypark Drive East" and the developer be advised that the street name signs to be erected are to be in accordance with the correct spelling of the street name.

F.02.10.07

Approved

See Recommendation OW-248-89 (F. McKechnie)

13. Report dated May 31, 1989, from the Commissioner of Public Works recommending that the following streets, as approved by the Region of Peel Street Names Committee on May 17, 1989, be approved:
- (a) That the name "Moonstream" be approved as a street name for the private road for Condominium Corp. No. 196 located at the south-east corner of Montevideo Road and Battleford Road.
PCC 196
 - (b) That the name "Althea" be approved as a street name for Lakeview Estates, T-86071, located on the east side of Second Line West, north of Eglinton Avenue West.
T-86071
 - (c) That the name "Velebit" be approved as a street name for Creditview Homes, T-87072, located west of Creditview Road and north of Britannia Road West.
T-878072

- (d) That the following street names be approved for Berlen Development Corporation (T-87069 and T-88011), Gaspero Development Ltd. (T-88064), and Drof Buildings Ltd. (T-87070), located west of Winston Churchill Boulevard and south of the C.P.R. right-of-way "Adlergrove", "Bayberry", "Cloverleaf", "Dalehurst", "Doverwood", "Ferncrest", "Hazelridge", "Innisdale", "Oakview", "Pebblewood" and "Shadetree".

T-87069/T88011
T-88064
T-87070

Approved

See Recommendation OW-249-89 (P. Mullin)

14. Report dated June 5, 1989, from the City Solicitor respecting a condition of the Land Division Committee under Application 'B' 201/84 whereby Mary Hamilton and United Lands Corp. Ltd. were required to enter into a Common Ownership Agreement.

It is now in order to release the Common Ownership Agreement as the conditions of the agreement have been fulfilled.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Common Ownership Agreement dated the 12th day of December 1983 between Mary Elizabeth Hamilton, United Lands Corporation Limited and The Corporation of the City of Mississauga presently registered on title to lands described as Part of Lot 22, Concession 2, South of Dundas Street, designated as Parts 2 and 3, Plan 43R-11364 and Block 74, Plan 43M-452 (957 Maramis Court, Mississauga).

B 201/84-M

Approved

See Recommendation OW-250-89 (P. Mullin)

15. Report dated June 17, 1989, from the Commissioner of Public Works regarding a draw on developer's securities for the completion of all outstanding works within the Dalewood Drive Residential Subdivision, Phase 2, Registered Plan 43M-806, located east of Goreway Drive and south of Etude Drive.

Under the terms of the Servicing Agreement for the subject development, the developer was required to complete all sidewalks, curb and boulevard sodding on or before September 30, 1988.

On December 2, 1988, this department requested that the developer forward a revised schedule for the completion of all outstanding works within the above-noted development. The developer subsequently forwarded a revised construction schedule, a copy of which is attached. The developer noted that the construction works would commence as soon as weather permits.

To date, no construction activities as listed in the attached Schedule 'F' for Registered Plan 43M-806 have been carried out by the developer.

RECOMMENDATION:

That the Commissioner of Public Works be authorized to complete the outstanding works at an estimated cost of \$168,593.19 as secured under the Servicing Agreement for Plan 43M-806, Dalewood Drive Residential Subdivision, Phase 2, located east of Goreway Drive and south of Etude Drive and that the Commissioner of Finance and Treasurer be authorized to draw on the developer's Letter of Credit (current value \$168,593.19) to defray the costs incurred by the City.

M-806

Approved

See Recommendation OW-254-89 (F. McKechnie)

On verbal motion, the Committee moved in camera at 10:35 a.m. The Committee moved out of camera at 12:20 p.m.

Recommendations:

As per Report 12-89

Adjournment:

12:20 p.m.

THE OPERATIONS AND WORKS COMMITTEE

JUNE 21, 1989

REPORT 12-89

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its twelfth report and recommends:

- OW-237-89 (a) That the Transportation Technical Committee be authorized to prepare a detailed work program, invite proposals from consulting engineering firms in order to carry out the necessary planning and preliminary design studies for the Mississauga Busway, and report back to Council with recommendations on the awarding of the required consulting assignments at an estimated interim cost of \$1,500,000 subject to 75% MTO subsidy.
- (b) That proposals be invited from consulting engineering firms for undertaking the following studies subject to 75% MTO subsidy:
- (i) Renforth/Eglinton Gateway Planning and Design Study at an estimated cost of \$75,000
 - (ii) Westwood Mall Transit Terminal Relocation at an estimated cost of \$50,000, and
 - (iii) Clarkson GO Station Special Bus Feeder Service Planning Study at an estimated cost of \$50,000.
- (c) That the Ministry of Transportation Ontario be requested to establish an implementation committee involving technical representatives from Mississauga and Metro Toronto to develop a Mississauga/TTC Improved Service Co-ordination and Fare Integration Program.
- (d) That the Ministry of Transportation Ontario be requested to provide 75% for the studies listed in recommendation (a) and (b).
- (e) That a by-law be enacted to authorize execution of the necessary agreements between the City, the Consulting Engineering firms, and the Ministry of Transportation Ontario.

- (f) That budgets be established for the following capital projects:

Mississauga Busway Design

Gross Cost	\$1,500,000
Subsidies	(1,125,000)
Net City Cost	375,000

Renforth/Eglinton Gateway Planning and Design

Gross Cost	75,000
Subsidies	56,250
Net City Cost	18,750

Westwood Mall Terminal Relocation

Gross Cost	50,000
Subsidies	37,500
Net City Cost	12,500

and that \$406,200 be transferred from the Capital Contingency to these projects and that the necessary by-laws be enacted.

- (g) That the Public Works current budget in the Traffic Administration Program be revised as follows:

Professional Services	08630-18-0000	\$165,000
Provincial Subsidies	08630-91-0000	\$ 37,500

to include the Clarkson GO Station Bus Feeder Service Planning Study and that funds in the amount of \$12,500 be allocated from the Current Contingency Account to fund the City's cost of the study.

- (h) (i) That Metropolitan Toronto and the City of Etobicoke be requested to authorize their staff to participate in a preliminary design study to implement the reserved bus lanes on Dundas Street from Dixie Road to the proposed Mississauga Transit Terminal at the Kipling subway station;
- (ii) That the Transportation Technical Committee be authorized to meet with the MTO and the relevant Metro and Etobicoke staff (subject to concurrence by their respective Councils) and to report back to City Council with a recommended implementation approach for the 'Dundas Reserved Bus Lane Project', including terms of reference for the preliminary design study, funding and subsidy requirements.

D.01.02
(OW-237-89)

June 21, 1989

- OW-238-89 (a) That the budget for P.N. #88-946 Land Acquisition-Marshall Steel Property be revised as follows:

	<u>Existing Budget</u>	<u>Revised Budget</u>
Gross Cost	\$6,000,000	\$6,011,000
Recovery/Subsidy		<u>2,954,000</u>
Net City Cost	<u>\$6,000,000</u>	<u>\$3,057,000</u>

- (b) That \$2,943,000 be reallocated to the unallocated balance of the Capital Reserve Fund from P.N. #88-946 Land Acquisition-Marshall Steel Property and the necessary by-law be enacted.

- (c) That the budget for P.N. #89-913 Bus Acquisitions be revised as follows:

	<u>Existing Budget</u>	<u>Revised Budget</u>
Gross Cost	\$4,400,000	\$8,800,000
Recovery/Subsidy	<u>3,231,000</u>	<u>6,462,000</u>
Net City Cost	<u>\$1,169,000</u>	<u>\$2,338,000</u>

- (d) That \$1,169,000 be allocated from the unallocated balance of the Capital Reserve Fund to P.N. #89-913 Bus Acquisitions and that the necessary by-law be enacted.

- (e) That the request for tender requirement under the purchasing and tendering by-law be waived for the purchase of 20 forty foot buses.

- (f) That a purchase order be issued to Ontario Bus Industries Inc. for the purchase of 20 buses at a price of \$178,437 per unit for a total cost of \$3,854,239.

D.01.02
(OW-238-89)

- OW-239-89 (a) That a right-in/right-out access to Burnhamthorpe Road be permitted at the east end of Central Parkway Mall, subject to a 50/50 cost sharing between the City and the Central Parkway Mall owners.

- (b) That this work be undertaken as part of the 1989 Intersection Improvement Program with additional funding in the amount of \$45,000 to be allocated from the 1989 Capital Budget Contingency Fund.

- (c) That the budget for the 1989 Intersection Improvement Program be revised to reflect the cost of construction of a right-in/right-out access to Burnhamthorpe Road from Central Parkway Mall:

<u>From:</u>	
Gross Cost	\$500,000
M.T.O. Subsidy	<u>\$100,000</u>
Net City Cost	<u>\$400,000</u>

<u>To:</u>	
Gross Cost	\$590,000
M.T.O. Subsidy	\$100,000
Contribution	<u>\$ 45,000</u>
Net City Cost	<u>\$445,000</u>

F.06.01
(OW-239-89)

- OW-240-89 That the existing Policy and Procedure for the Placement of Temporary Sales Office Trailers be amended in accordance with the report of the Commissioner of Public Works dated June 14, 1989, as follows:

- (a) that the maximum period of approval be changed from one year to six months and if an extended period is required a new application would be necessary;
- (b) that Permission to Enter by the City from the Owner of the lands be required as a condition of approval in order that the City may enter upon the lands to remove the trailer if it remains on site beyond the approved period or if the conditions of approval are not being adhered to;
- (c) that cash or Letter of Credit in the amount of \$25,000.00 be required for each trailer approval to be used for compliance of the conditions of approval including removal of the trailer if necessary.
- (d) that such trailers not be permitted when the property being sold is not within the City limits.

L.01.06
(OW-240-89)

- OW-241-89 That Pantanet Fencing be recognized as a suitable fencing for swimming pool enclosures as required by By-law 202-76 as amended, provided that the diagonal support posts used to reinforce the fence posts are protected by 1-1/2 in. mesh wire.

L.04.01
(OW-241-89)

- OW-242-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Ashley Developments Limited, Registered Plan 43M-660, located north of Burnhamthorpe Road West and west of Mavis Road.
- (b) That the Commissioner of Finance and Treasurer be authorized to return the Letter of Credit securing the Servicing Agreement for Registered Plan 43M-660 (currently valued at \$49,483.85) to the developer, Ashley Developments Limited.
- (c) That a by-law be enacted to establish the road allowances within Registered Plan 43M-660 as public highway and part of the municipal system of the City of Mississauga.

M-660
(OW-242-89)

- OW-243-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Erin Mills Neighbourhood 503b, Registered Plans 43M-639 and 43M-640, located north of Burnhamthorpe Road West and west of Winston Churchill Boulevard.
- (b) That the Commissioner of Finance and Treasurer be authorized to return the Letter of Credit securing the Servicing Agreement for Registered Plans 43M-639 and 43M-640 (currently valued at \$760,653.71) to the developer, the Erin Mills Development Corporation.
- (c) That a by-law be enacted to establish the road allowance within Registered Plans 43M-639 and 43M-640 as public highway and part of the municipal system of the City of Mississauga.

M-639
M-640
(OW-243-89)

- OW-244-89 That the Building Department Condition 4 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited, Rivergrove Subdivision, Phase V, Plan 43M-780, located south of Britannia Road West and west of Creditview Road be waived with respect to Lot 13, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

M-780
(OW-244-89)

- OW-245-89 That Building Department Condition 5 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, Plan 43M-759, located south of Britannia Road West and west of Creditview Road, be waived with respect to Lot 105, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

M-759
(OW-245-89)

OW-246-89 That a by-law be enacted to implement the temporary closure of Mississauga Road, between Woodchuck Lane and Lapad Court, from July 4, 1989 to November 3, 1989 for the purpose of removal and replacement of the existing structure at Mullet Creek.

F.02.04.03
(OW-246-89)

OW-247-89 That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop control at the intersection of Council Ring Road and Tamarack Gate as warrants have been satisfied.

F.06.04.05
(OW-247-89)

OW-248-89 That the City Clerk be authorized to undertake the necessary procedures to rename "Courtney Park Drive" between Kennedy Road and Hurontario Street within Plan 43M-915 to "Courtneypark Drive East" and the developer be advised that the street name signs to be erected are to be in accordance with the correct spelling of the street name.

F.02.10.07
(OW-248-89)

OW-249-89 That the name "Moonstream" be approved as a street name for the private road for Condominium Corp. No. 196 located at the south-east corner of Montevideo Road and Battleford Road.

PCC 196
(OW-249-89)

OW-250-89 That the name "Althea" be approved as a street name for Lakeview Estates, T-86071, located on the east side of Second Line West, north of Eglinton Avenue West.

T-86071
(OW-250-89)

OW-251-89 That the name "Velebit" be approved as a street name for Creditview Homes, T-87072, located west of Creditview Road and north of Britannia Road West.

T-87072
(OW-251-89)

OW-252-89 That the following street names be approved for Berlen Development Corporation (T-87069 and T-88011), Gaspero Development Ltd. (T-88064), and Drof Buildings Ltd. (T-87070), located west of Winston Churchill Boulevard and south of the C.P.R. right-of-way "Adlergrove", Bayberry", "Cloverleaf", "Dalehurst", "Doverwood", "Ferncrest", "Hazelridge", "Innisdale", "Oakview", "Pebblewood" and "Shadetree".

T-87069/T88011
T-88064
T-87070
(OW-252-89)

OW-253-89 That a by-law be enacted to authorize execution of the Common Ownership Agreement dated the 12th day of December 1983 between Mary Elizabeth Hamilton, United Lands Corporation Limited and The Corporation of the City of Mississauga presently registered on title to lands described as Part of Lot 22, Concession 2, South of Dundas Street, designated as Parts 2 and 3, Plan 43R-11364 and Block 74, Plan 43M-452 (957 Maramis Court, Mississauga).

B 201/84-M
(OW-253-89)

OW-254-89 That the Commissioner of Public Works be authorized to complete the outstanding works at an estimated cost of \$168,593.19 as secured under the Servicing Agreement for Plan 43M-806, Dalewood Drive Residential Subdivision, Phase 2, located east of Goreway Drive and south of Etude Drive and that the Commissioner of Finance and Treasurer be authorized to draw on the developer's Letter of Credit (current value \$168,593.19) to defray the costs incurred by the City.

M-806
(OW-254-89)

OW-255-89 That the report dated June 15, 1989, from the City Solicitor regarding the Britannia Landfill Site be received for information.

F.08.02
(OW-255-89)